

NEW YORK OCT 10 1952

No. 51938

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 3-NOV-1952) 5E NOV 1952

Date of writing Report Sept. 23 1952 When handed in at Local Office Sept. 24 1952 Port of NEW YORK
in Survey held at HOBOKEN, N.J. Date, First Survey June 16 Last Survey Aug. 7 1952
Book (No. of Visits 20)

309 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "JONANCY"

Gross 3289 Vessel built at Camden, N.J. By whom New York S.B.Co. When 1915 - 12
Net 1980 Engines made at " By whom " When 1915

474 Main Boilers, when made (Main) 1948 - 1 (Donkey)
2 Main Boilers Owners Isbrandtsen Co., Inc. Owners' Address as recorded
Donkey Boilers 205 Managers - Port NEW YORK Voyage

If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
(State name of Dock.) Todds, Hoboken precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on amount of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom? Yes

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

Where was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Hydrostatic pressure 250 lbs. applied

Latest date of internal examination of each boiler Port & Stbd. July 17, 1952 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 205 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? NO Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft now been changed? If so, state reasons. -

Has the shaft now fitted been previously used? Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. COMPLETE.

Work DONE FOR COMPLETION OF LMC AND CONVERSION FROM COAL TO OIL FUEL.

Vessel placed in drydock, stern bush with its fastenings, sea valves and cocks with their shell connections, strainer plates removed sea chests cleaned and coated. Stern gland repacked.

L.P. & L.P. cylinder liners steam chests and valves. Piston rods, connecting rods, crossheads, and bottom brasses, guides and guide shoes, eccentric cams and straps. Crank shaft, crank pins, main bearings and journals. Thrust casing, thrust shaft and bearings, thrust collars and nuts. Attached air pump and bilge rams, suction and delivery valves. Reversing and turning gears. Condenser, pumps, piping, manifolds and pumping arrangements examined and found or now in good condition. (PTO)

General Observations, Opinion, and Recommendation:—

The Machinery and Boilers of this vessel State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

The vessel is in good condition and eligible in our opinion to be continued as classed, with fresh record *L.M.C. 8-52 and have notation of Fitted for oil fuel 8.52 F.P. above 150°F

Survey Fee (per Section 29) LMC Bors. & Conversion \$450.

Damage or Repair Fee (if any) B.S. \$ 90. Fees applied for Oct 9th 1952

(per Section 29.) Elect. 50. Received by me, [Signature]

Printing expenses (if chargeable) Late 20. 19. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK OCT 15 1952

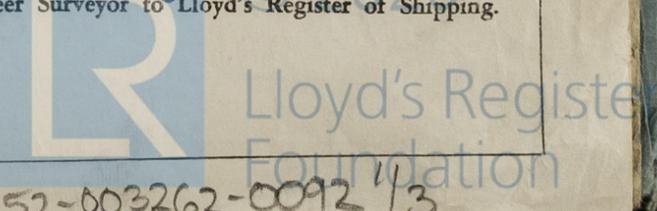
Signed, + LMC 8.52 Note Fitted for oil fuel 8.52 F.P. above 150°F

CERTIFICATE WRITTEN 24.2.53

003252-003262-0092 13

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to



S.S. "JONANCY"

The steam and feed pipes were tested by hydrostatic pressure to 310 lbs. p.s.i. and found or placed satisfactory.

ELECTRICAL.

Examined the generators switchgear cables and fuses. Insulation resistance of the generators circuits, etc. including new wiring, megger tested and found or placed not less than 600,000 ohms gas proof fittings installed throughout. Minor repairs effected.

The 2 W.T. Boilers were examined over all parts with doors mountings and safety valve, found or placed in good condition. Safety valves adjusted under steam as stated. Hydrostatic test of 250 lbs. p.s.i. applied to boilers by U.S. Coast Guard and found tight.

Fuel oil burning equipment with installation of pumps, valves, piping and deck control examined under working conditions and found satisfactory.

Fire extinguishing system consisting of two (2) 50 lb. CO₂ bottles with hose and nozzles fitted in E. Room. Three (3) 15 lb. portable CO₂ extinguishers in fire and engine rooms. 1. 10 cu. ft. and 1.5 cu. ft. sand boxes examined and found in good order.

REPAIRS MAIN MACHINERY, WEAR & TEAR.

H.P. & L.P. eccentric cams found slack on crankshaft removed to shop.

Machined and refitted to crank shaft.

All eccentric straps removed to shop remetalled, machined and refitted in good condition.

L.P. piston rings renewed.

Main bearings, crank pin brasses and crosshead brasses, oil grooves recut and bearings refitted.

Main throttle valve link block and bushings renewed.

All main engine cylinder relief valves removed, cleaned, ground in and reinstalled.

H.P. piston rod, H.P. valve stem, L.P. valve stems metallic packing renewed.

Reversing engine slide valve and false face renewed.

Main Condenser opened cleaned and tested and found tight.

REPAIRS, AUXILIARY MACHINERY, WEAR & TEAR.

Main Circulating Pump Steam Engine back columns and guides found fractured.

Engine removed to shop, back column casting made, machined and guides fitted, engine assembled and reinstalled in good order.

After generator engine, steam cylinder removed to shop, bored out, piston, piston rod and rings renewed.

Forced draught engine and fan removed from engine room and fitted in fire room with suitable foundation as per Todd Shipyard Dr. No. 510194-3 ALT. 1.

Ash removal equipment removed in its entirety including outboard piping and spigot plate fitted to shell, tested and proven tight.

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BOILER REPAIRS.

Port. Bottom blow valve seat machined, valve- disc renewed.

Main feed stop and check seats machined ground in and now in good condition.

Funnel dampers removed, funnel umbrella wasted area cropped and part renewed.

Fuel oil heating and pumping unit, manufactured by Todd Combustion Corp. consisting of 2 duplex service pumps manufactured by Dean Bros., Indianapolis, Serial No. 67652 and 67654, 4" x 2 5/8" x 5".

2 Fuel oil heaters paracoil tubular type, mfgd. by Davis Eng. Corp. covered by New York Certificate C 8935, July 1, 1952, stamped LLOYDS 4339-4340 RL with steam and oil regulators. Thermometers and gauges and cold starting unit.

Steam master valve to fuel service pumps, etc. fitted with deck control rods to upper deck.

Fuel oil transfer pump mfg. by Worthington Pump Corp. 6"x 5 3/4" x 6".

Settling tanks fitted P & S at frames 100 to 105.

High and low suction to settling tanks fitted with steel valves and operating rods to upper deck Dr. No. 510194 - 1 - ALT. 1.

Dr. No. 45116 ALT. 2 Furnace arrangements of windbox details.

Dr. No. 510194 - 3 ALT. 1 Boiler air supply system and miss structural modified.

Dr. No. 510194 - 2 Arrangement of fuel oil and steam piping system.

Fuel oil service suction piping tested to 50 lbs.

Fuel oil service discharge piping tested to 600 lbs.

Fuel oil transfer suction and discharge tested to 150 lbs.

Heating coils tested

No. 3 & 4 D B Tanks tested to full head.

Port & Starboard settling tanks tested to full head.

Machinery and Boilers seen under working conditions during 3 hour deck trial and found satisfactory.



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Foundation