

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

(Received at London Office

3 DEC 1947

Date of writing Report 20th Sept., 1947 When handed in at Local Office

19 Port of Jacksonville, Fla.

in Survey held at Jacksonville, Fla.

Date, First Survey Sept. 4

Last Survey September 24, 1947

Book on the Machinery of the Wood, Iron or Steel S. S. "FORT WINNEBAGO"

(No. of Visits 12)

Year. Month.

Gross 10448.85
Net 6301

Vessel built at Portland, Oregon

By whom Kaiser Co., Inc.

When 1944

Main Power MN

Engines made at Schenectady, N. Y.

By whom General Electric Co.

When 1944

Main Boilers 2

Boilers, when made (Main) 1944

(Donkey)

Donkey Boilers -

Owners British Oil Shipping Co., Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Main Boilers 500 Lbs.

Managers Stevenson Hardy & Co.

Port

Voyage

Donkey Boilers

If Surveyed Afloat or in Dry Dock Both

(State name of Dock.) Merrill-Stevens D. D. & Rpr. Co.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

Contemplated

Particulars of Examination and Repairs (if any)

LMS

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on account 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 the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

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

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? No

" " Donkey " " " "

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?

Latest date of internal examination of each boiler

Present condition of funnel(s) Good

Has the Surveyor examined the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Has the Surveyor examined all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has screw shaft now been drawn and examined?

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?

Has 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?

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 Close

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

Has the Surveyor examined the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the machinery survey, the following items will have to be examined. The thrust bearing, main propulsion motor bearings, main turbine generator and

condensers, main and auxiliary condensate pumps, lube oil pumps, fuel oil service pumps, fuel oil transfer pumps, bilge

pumps, sanitary pumps, main and auxiliary circulating pumps, fire pumps, high potential test to be applied

to the main propulsion motor and generator and electrical circuits and equipment to be examined megger tested.

Don't: With the vessel in Drydock, propellers, stern bushes, sea valves and underwater fastenings, examined and

found to be in good order.

Tail shaft was drawn, examined, found in good order, returned to place reconnected, propeller replaced,

and rubber ring in hub. Stern bush was redressed.

GENERAL SURVEY ON MACHINERY:

Gear casings both generators lifted, pinions and gears examined and checked for alignment. Casings closed

General Observations, Opinion, and Recommendation:—

(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.E.M.S. 9,11, *L.M.C. 9,11, or CS 3,34,

machinery of this vessel, so far as now seen, by the Society's Surveyor and from the Documentary evidence of the

last survey by surveyors of the A. B. S. is in a good and safe condition, eligible in my opinion, to be classed LMC

(in date), B. S. 8-47 and Tail Shaft last seen 8-47, in the Register Book when the survey has been completed.

Fee (per Section 29) Tick: a/s \$100.00

Damage or Repair Fee (if any) £ : : Fees applied for Nov. 15, 1947

(per Section 29.) £ : : Received by me, 19

Selling expenses (if chargeable) £ : : 19

Committee's Minute

Signed Class contemplated

B.S. 9,47 T.S. 8,47

NEW YORK NOV 12 1947

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

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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and generators operated from no load to full load and found satisfactory.
Main motor air coolers renewed.
Main and Auxiliary condensers, main generator air coolers, lube oil coolers, compressed air tank, and feed water heaters opened up, cleaned, examined, tested and found satisfactory.
Line Shaft bearings opened up, examined and found satisfactory.
Main propulsion motor opened up, cleaned, generator meeger tested and proven satisfactory.
Main and auxiliary generator turbine governors opened up, cleaned, examined, adjusted, over speed trip set and all satisfactory.
Two (2) 525 K. W. auxiliary generator units cleaned, bearings examined, meeger tested and found satisfactory.
Two (2) auxiliary generator turbines opened up, cleaned, examined and placed in satisfactory condition as follows:
Rotor shaft cleaned, in way of carbon packing, new packing fitted to both turbines.
Main feed pumps opened up, examined and found or placed in good order, upper and lower casings built up with chrome in way of packing glands and machined to original size, sleeves on shaft, in way of packing, renewed.
Two (2) feed pump turbines opened up, bearings renewed, shaft polished in way of packing, new packing fitted.
Pumping arrangements examined and found satisfactory.

BOILER SURVEY:

Port and starboard boilers, superheaters, (economisers) opened up, cleaned, examined over all parts, internally and externally, with all boiler mounting, and connections found or placed in good order.

STARBOARD BOILER:

1 - 2" circulating tube renewed, 8 - 2" screen tubes renewed, 1 - 4" side wall tube renewed, 20 - 2" screen tubes expanded in front header, 10 - 2" screen tubes expanded in after header furnace rebricked.

PORT BOILER: -

3 - 2" screen tubes renewed, 25 - 2" screen tubes expanded in both headers, 2 - 4" water wall tubes expanded in front header.

Boiler and Main steam pipes hydrostatically tested to 750 P. S. I. and found satisfactory.
Safety valves P. & S. floated, under steam, at 500 P. S. I. by the U. S. Coast Guard Inspectors.
A dock trial was held, all main and auxiliary machinery observed to operate satisfactory.

The foregoing examination and repairs were completed to the satisfaction of the American Bureau Surveyor; the A. B. S. surveyor recommended that the vessel have been checked and found satisfactory, by the Society's Surveyor; the A. B. S. surveyor recommended that the vessel be retained as now classed with the bureau at this time.

NOW DONE FORE GENERAL EXAMINATION and subsequently agreed to "Provided that the Surveyor was satisfied with Documentary evidence of recent surveys and arranges examine boilers under steam and set safety valves" all as shown in N. Y. Telegram dated Sept. 9, 1947, copy attached.

For the information and consideration of the committee a copy of the American Bureau Report is attached.

Boilers examined under steam and safety valves set at 500 lbs. per sq. inch.

Main and auxiliary machinery examined under working conditions and found in good working order, being operated to telegraph orders, from Bridge.

ELECTRICAL EQUIPMENT: examined under working conditions and found in good working order.



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