

REC'D NEW YORK OCT 1 1956

Rpt. 9

Date of writing report Sept. 27th, 1956.

Received London

Port Newport News, Va. No. 7398.

Survey held at Newport News, Va.

No. of visits Three

First date Sept. 21st Last date Sept. 22nd, 1956.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 72193. Name S.S. "OAKLEY L. ALEXANDER"

Gross tons 7751 Date of build 1945-

Owners Pecahontas S.S.Co.

Managers

Port of Registry Wilmington, Del.

Engines made Pbg. By Westinghouse Elec. & Mft. Co.

Type Steam turbine.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 WTB. W.P. 525 Lbs.

Donkey Boilers - W.P. -

Boat or in Dry Dock Dry Dock.

Survey Damage

Report issued? No Int. Cert.? Yes.

(For Head Office only)

Hull
100-A-1 7-55
SS. 6-52
Classed 10-48

Machinery
LMC. 6-52
Blrs. 7-55
T.S. (CL) 6-53

One of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a special mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Examination items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

NG Propellers Good Wear Down of Stern Bushes 3/32" Oil Glands Sea Connections
Engs Good Has Screwshaft/Tubeshaft been drawn? No Date of Examination Has Shaft been changed?
Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

ENGINES (Recip. Steam or I.C.) PORT STARBOARD
Covers, Pistons & Rods
Pistons & Gears

Connecting Rods, Side
Ends & Guides Centre

Crankpins & Cranks, Side
Centre

Valves & Bearings

IN ENGINE DRIVEN AIR COMPRESSORS

Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

Valves & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed without fresh record of survey.

Date of Committee NEW YORK OCT 3 1956

Decision

NYR 50

Lu 14/1/56

for Header

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H. J. Daunders
Engineer Surveyor to Lloyd's Register of Shipping
Foundation

009920-009923-0029

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position).....
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
38 Independent Air Compressors, Coolers & Safety Devices.....
39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....
41 Oil Fuel Tanks (Not forming part of hull structure).....
42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
44 Steering Machinery..... Good 45 Windlass..... Goog- 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

PROPULSION		ELECTRICAL EQUIPMENT	
		PORT	STARBOARD
a	Generators		
b	Exciters		
c	Air Coolers		
d	Motors		
e	Air Coolers		
f	Control Gear, Cables, etc.		
g	Insulation Resistance		
h	Insulating Oil Test		
i	Overspeed Governors		
j	Magnetic Couplings		
k	Air Gap		
		AUXILIARY EQUIPMENT	
		l	Generators & Governors
		m	Motors
		n	Switchboards & Fittings
		o	Circuit Breakers
		p	Cables
		q	Insulation Resistance
		r	Steering Gear Generators and Motors
		s	Navigation Light Indicators

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN..... AUXILIARY, DONKEY or PRESS.....
Superheaters.....
Safety Valves.....
Mountings, Doors & Fastenings.....
Safety Valves Adjusted to { Sat.....
Spt.....
Boiler Securing Arrangements.....
Main Economisers..... Exhaust Gas Heated Economisers.....
Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to.....
Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Forced Circulating Pumps.....
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel.....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main..... Auxiliary (over 3 in. bore).....
Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Damage stated to have ben sustained through striking Nun Buoy #2, Salem Harbour, on 19th September 1956 at 2330 hours, while leaving deck bound for Norfolk, Va.
For further particulars please see vessel's Log Books.

NOW DONE:

Vessel placed in dry dock, propeller, fastenings of stern bush, and sea connections examined and found or now placed in good order.

Damage Repairs

Propeller solid bronze 4 bladed. One blade broken off at tip and bent. Propeller now removed and replaced with ships spare Marks:-

AMB.Co, 5963

A * B. CES. 469.

1-9-53.

Cone end of screw shaft magnafluxed and found in order.
Screw shaft not drawn in for examination.

LEAVE THIS SPACE BLANK

Survey fees

Damage fee ... \$40.00

Expenses... 5.00

(Early fee 22.00
Sept.22nd 1956)

Date when A/c rendered Sept. 27th, 1956.

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