

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

No. 8661

(Received at London Office)

5 JUL 1948

Report of writing Report 23rd June, 1948 When handed in at Local Office 28th June, 1948 Port of Baltimore, Maryland
 Survey held at Baltimore, Maryland Date, First Survey 17th May, Last Survey 6th June, 1948
 on the Machinery of the Wood Iron or Steel S.S. "ZANGUEZOUR" (ex "FORT WOOD") (No. of Visits 9)

Gross 10448 Vessel built at Portland, Oregon By whom Kaiser Company, Inc. When 1944 10
 Net 6301 Engines made at Lynn, Mass. By whom General Electric Corp. When 1944 2
 Boilers, when made (Main) 1944 (Donkey) -
 Owners Les Petroles D'Outre-mer Owners' Address 73 Ave. des Champs Elysees - Paris
 Managers - Port Le Havre Voyage -
 If Surveyed Afloat or in Dry Dock Both Maryland Drydock Company
 (State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any) Dkg. & TS

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

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

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

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

Donkey " " " "

not done, state for what reasons? Special Survey not completed.

Parts of the Boilers could not be thus thoroughly examined?

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?

Date of internal examination of each boiler

Present condition of funnel(s) Good

Has the Surveyor examine the Safety Valves of the Main Boiler? No

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? No

, and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers? No

, and of the Donkey Boilers?

Has the Surveyor examine all the mountings of the Main Boilers? No

, and of the Donkey Boilers?

Has the shaft now been drawn and examined? Yes

Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has the shaft now been changed? No

If so, state reasons

Has the shaft now fitted been previously used? No

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 20 May, 1948

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

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

Is electric light and/or power fitted? Yes

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

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

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

Done for LMC:- Vessel placed on drydock, propeller, stern tube, and outside fastenings examined, also sea chests and strainers. Tailshaft drawn in, examined, and all replaced and closed up in good order. Turbines, inboard and outboard, driving generators opened up and examined throughout including blading, diaphragms, reduction and governor gears, bearings, journals, packing, fastenings and bedplates. All found and in good order. Main and auxiliary circulators opened, examined throughout, as were the two fuel oil service sanitary pump, auxiliary air compressor, anchor windlass and steering engine. In the after pump room, the #1 cargo pump and steam stripping pump all examined and closed in good order. Air ejector condenser opened, examined, and closed in good order.

Electrical:- Main generator rotor removed to General Electric shops, coil ends taped, dynamically balanced and tested. All closed in good order. (P.T.O.)

Observations, Opinion, and Recommendation:-

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 L.M.C. 140 lb., F.D., &c.)

The boilers and machinery of this vessel, so far as now seen, being in good and safe working condition appears to be classed with record of TS (CL) seen 5-48 and a record of LMC with date, classification contemplated, when completed.

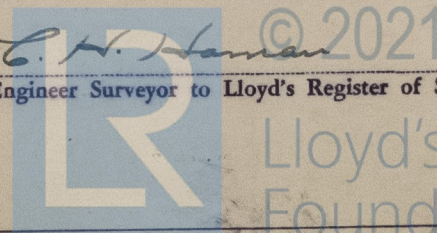
per Section 29) T.S. \$ 30.00 : Fees applied for
 Repairs L.M.C. \$ 50.00 : 28 June 1948
 Late Fee \$ 10.00 :
 expenses (if chargeable) \$ 13.00 :
 Received by me,

NEW YORK JUN 30 1948

Committee's Minute

Classification contemplated
 T.S. 5-48

Engine Surveyor to Lloyd's Register of Shipping.



010824- 010834- 0178

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

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

S.S. "ZANGUEZOUR" (ex "FORT WOOD") Machinery Continued

Done for repairs:- Inboard auxiliary turbine driving generator fitted with new carbon packing and springs the governor valve operating cylinder rod renewed. The main air ejector fitted with new nozzles and liquid end steam stripping pump fitted with new rings.

A number of minor repairs also effected at this time.

The Owners' Representative stated that completion of Special Survey would be effected in France upon vessel's arrival about August 1948.

All machinery examined under working conditions during dock and bay trials and found in good condition.

To Complete LMC:- Examination throughout main turbine, port service turbine, diesel emergency generator the two turbo-centrifugal boiler feed pumps, the reciprocating feed pumps, atmospheric drain receiver pump, the intermediate line shafting and bearings, main and auxiliary condensate pumps, two fire and butterworth pumps, two fresh water and pumps, evaporator feed thrust and thrust shaft, salt water service, and potable drinking pumps, main air compressor, the centre and starboard main cargo pumps in after pump room, p and s stripping pumps, fuel oil transfer the bilge and ballast pumps. In forward pump room, the oil transfer and fire and bilge pumps. To examine and test the main and auxiliary condensers, feed water heaters, air coolers, fuel oil and butterworth heaters, and drain cond evaporator, main motor and generator air coolers and compressed air receiver.

Boiler survey to complete in its entirety including piping and pumping arrangements.

Electrical - All circuits including main generators, motors, cables, etc. to be examined and megger tested. All and control gear to have inspection doors removed for examination. Spare gear to be brought in line with Rules. propulsion motor, auxiliary generators, exciters, port service and diesel generators all to be examined throughout



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