

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 8-MAR-1949)
Date of writing Report 4th March 1949 When handed in at Local Office 4th March 1949 Port of NAPLES

No. in Survey held at Palermo Date First Survey 10th Jan. Last Survey 20th Febr. 1949
(No. of Visits 17)

5524 on the Machinery of the Wood, Iron or Steel Stm. Tanker "CLEVELAND"

Gross 10667 Vessel built at Portland Or. By whom Kaiser Co. Inc. When 1944 7mo
Net 6313.89 Engines made at Lynn Mass By whom General Electric Co. When 1944
Boilers, when made (Main) 1944 (Donkey) =
Owners Cleveland Petroleum Co. Ltd. Owners' Address =
Managers Esso Transportation Co. Ltd. Port of London Voyage Suez East
If Surveyed Afloat or in Dry Dock afloat and in dry dock
(State name of Dock.) Cantieri Navali Riuniti, Palermo
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port Classif. LMC. Docking

Particulars of Examination and Repairs (if any) 100 A1
Class Contemplated 490 lbs.
Examined 11-47 T.S. 475 lbs.
Carrying Petroleum in Bulk
Welded WTB

Damage 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 services offered, not required

A damage report made by anyone else? If so, by whom? yes, Underwriters Surveyor

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

Donkey " " " =

What 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? =

Latest date of internal examination of each boiler 24th Jan. 1949 Both Present condition of funnel (if) good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? Main 525 lbs. Spt. 473 lbs.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? = 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 Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no

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 oil retaining appliance fitted at the after end? = State date of examination of Screw Shaft 14/1/48 State the wear down in the stern bush 4 mm.

Is electric light and/or power fitted? yes If so, 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

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

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done Complete

W DONE: = Vessel placed in dry dock, propeller, aft end of the stern tube, sea connections and their fastenings examined, and found in order. Propeller removed, and cone end of screw shaft exd.

Main and aux turbines with their reduction gears and bearings, main motor bearings, thrust and intermediate shafting opened out examined and found in order, except main turbine

blading (see below).

The feed, bilge, ballast, general service, circulating, extraction, lub oil, oil fuel transfer and burning pumps, examined and found or made good.

The main and aux condenser and L.O. coolers opened out, examined, and tested, evaporators examined.

The valves, cocks, pipes, and strainers of the pumping arrangements examined and tested.

REPAIRS EFFECTED, WEAR AND TEAR: = Main Turbine and Generator bearings renewed.

Main Condenser 15 tubes renewed.

Main Circulating pump: Impeller, shaft, and bearings renewed, main inlet valve chamber built up by welding where wasted.

General Observations, Opinion, and Recommendation: (P.T.O.)

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

This vessel's machinery is eligible in my opinion to have the record of LMC 2-49 subject to the

first three rows of blades of the main turbine being renewed at the earliest opportunity. Also

subject to the boiler water gauge drain pipes, and the bridge space lighting being made to comply

with the Rules.

Survey Fee (per Section 29) £ : : Fees applied for

To be rendered from 19

Special Damage or Repair Fee (if any) £ London.

(per Section 29.) Received by me,

Travelling expenses (if chargeable) £ : : 19

Committee's Minute

Signed LMC 2.49 subject

WED 13 APR 1949

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

011433-011440-0318 1/3

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

Stm Tanker " CLEVELAND "REPAIRS EFFECTED - WEAR AND TEAR. (continuation)Aux: Circulating Pump: Impeller shaft and bearings renewed.For'd Main Feed Pump (Ingersoll Rand).

Impeller and shaft renewed, bearings renewed, eroded casing built up as required. Turbine shaft and bearings renewed.

Aft Feed pump ("Coffin" type) overhauled.Aux Feed pump: Hydraulic piston built up and machined, rings renewed.For'd Ballast Pump: Hydraulic piston renewed, rings renewed.For'd and Aft Bilge and Butterworth pumps: Impellers renewed.For'd and Aft Sanitary pumps: Impellers renewed.For'd and Aft Evaporators: Coils renewed.Evap. Feed Pump: Impellor renewed.For'd O.F. Pump: Shaft machined.Steam stripping pump: Liquid piston built up and machined, rings renewed.BOILERS

Both main boilers and superheaters examined throughout with all mountings and the safety valves adjusted, as above.

The Oil fuel burning installation examined under working conditions, and found in order.

Fire smothering appliances examined and found efficient.

ELECTRICAL INSTALLATION:

Installation examined throughout.

Main Generator and Motor, aux generators, pumps compressors, and steering gear motors etc., examined and found or placed in good condition.

Fittings on main and sub-distribution swithboards and boxes examined and found in order.

Cables examined, and all circuits, generators, motors, heaters, and fittings tested and the resistance found to be not less than 100,000 ohms.

Main and aux units tested during trials, under working conditions and governors, circuit breakers, etc tested and found in order.

MACHINERY

Main and Aux Machinery examined under working condition, including windlass and steering gear and all found in order.

WINDLASS : Cable lifter bushes renewed.

Control-Valve-chest machined, valve renewed.

PORT BOILER: 34 air heater tubes renewed.STBD BOILER: 61 air heater tubes renewed.ELECTRICAL REPAIRS:

Main Generator removed ashore, cleaned sprayed, and insulation resistance found to be 10 megohms.

L. H. Sullivan

(P.T.O.)

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Stm Tanker " CLEVELAND "ELETRICAL REPAIRS (continuation)

Two Butterworth pump motors rewound.

All motors cleaned and re-varnished, including the steering gear.

Inboard Generator A.C. Amplidyne rewound fields and armature.

A new D.C. supply to the Navigation lights has been fitted.

The controls for the cargo pump motors have been removed from the position at aft end of fore and aft gangway to a new position more than 10 ft. from the pump room skylight.

The pilot lamp circuits of the motors have been made to conform with the Society's requirements, in accordance with the Circular 1904 and plans forwarded with the Secretary's letter dated 27th. Jan. 1949.

The fittings sockets and switches in the bridge space have not yet been dealt with, flame-proof fittings of a suitable type not being available.

DAMAGE (Time and place not known)

MAIN TURBINE = The first row of turbine blades were found to be slightly damaged, the first three rows of blades had the shrouding turned back, due to the entry of some foreign body into the turbine.

Upon examination this appeared to be a metal joint, parts of which were also found in steam strainer.

As the damage is slight the blades, shrouding, and nozzles, have been cleaned up and the 1st row of blades opened out, and the turbine is considered to be efficient without further repairs at this time.

New blades have been delivered and will be fitted at the earliest opportunity.

The Boiler water gauge valves have been fitted with an indicator showing whether the valve is opened or closed.

Wheels and chains have been fitted to enable these valves to be properly controlled from the platform below.

Drain pipes have not been replaced by solid drain steel tube, such tube not being available at Palermo, this will be done at the 1st. opportunity.

A guard has been fitted to the cover of the Fuel Oil strainer to ensure that the cover cannot be taken off while the strainer is to use.

S.R.L. Both boiler furnaces now re-bricked throughout, it is recommended that the item concerning the furnace throats of the stbd boiler be deleted from the S.R.L.

F.H. Sublett



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