

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

(Received at London Office 6 - AUG 1947)

Date of writing Report July 3rd, 1947 When handed in at Local Office July 11th, 1947 Port of Baltimore, Maryland
 in Survey held at Baltimore, Maryland Date, First Survey March 26th Last Survey April 22nd, 1947
 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "NIKOBAR" (ex "Rushville Victory") (No. of Visits 6)

Gross 7604 Vessel built at Baltimore, Maryland By whom Bathlehem Fairfield Shipyard, Inc. When 1945
 Net 4549 Engines made at Pittsburgh, Pennsylvania By whom Westinghouse Electric Mfg. Co. When 1945
 Main Boilers 2 Boilers, when made (Main) 1945 (Donkey) -
 Owners A/S. Det. Ostasiatiske Kompagni Owners' Address Copenhagen
 (if not already recorded in Appendix to Register Book.)
 Managers - Port Copenhagen Voyage -
 If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted
 (State name of Dock.) Maryland Drydock Company precisely as in Register Book & Supplements).

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and seriatim 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 such repairs, when being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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 has refused his services for this purpose, and why they were declined.

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

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? _____

Where a special damage report 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 Port & Starboard - March 26th, 1947 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? 525 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? None fitted 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? None fitted, 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? - 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 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? -

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 _____

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

Should 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, except for sea valves, cocks, & T.S.

Now done for LMS: - Examined HP and LP turbines throughout with line shafting. Top half turbine casings lifted. Rotors removed. Casings examined internally with blading, diaphragms, rotors, rotor journals, bearings and packing.

Examined flexible couplings, pinions and gears with bearings and housings, also thrust, thrust bearing and pads. Replaced in good order, casings rejointed and clearances checked.

High pressure turbine generators Nos. 1 and 2 examined in their entirety, casings lifted and examined internally, with blading, diaphragms, pinions and gears, also rotor journals, bearings and packing.

Boiler feed pump, casing removed and steam and liquid end examined throughout and found or placed in good order. Engine room pumps, including Nos. 1 and 2 boiler feed, ballast, transfer, bilge and lubricating oil pump steam

drummers and liquid chambers opened up, overhauled throughout and placed in good order. Electrical driven centrifugal pumps including main and auxiliary condenser water cooling, lubricating oil, main and auxiliary condensate pumps

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

Where any 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 where 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 machinery of this vessel, as far as now seen, is in good and efficient condition and suitable in my opinion to be classified with the Society with record of LMC 4-47, when the sea cocks and valves have been examined, also when the screw shaft has been drawn and examined.

Fee (per Section 29) \$ See First Fees applied for
 Damage or Repair Fee (if any) \$ Entry - 19
 (per Section 29.) \$ Report -
 Printing expenses (if chargeable) \$ Received by me, - 19

Committee's Minute
 Recommended Classification LMC 4-47 subject

NEW YORK JUL 16 1947

| CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys. | Years assigned now expired. | Machinery and Boiler Surveys (including date of N.B., if any) |
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| Contemplated Classification | | |
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Insert Character of Ship and Machinery precisely as in the Register Book

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

W. H. C. Ghee. © 2020
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

B(SPT) 525 lbs

007653-007655-0227

S.S. "NIKOBAR" (ex "Rushville Victory") Machinery Continued

examined and found in good condition. Boiler oil fuel installation examined (Tested) and also pumps opened up examined and placed in good order. Installation examined under working conditions and found satisfactory.

Boilers:- Port and starboard boilers examined internally and externally with doors and fastenings, all tubes cleaned on water and fire side, examined and found in good condition. All boiler valves opened up for examination and found or placed in good order. Boilers subject to a hydrostatic test and found satisfactory. Safety valves adjusted under steam, steam drum safety valves at 523 and 525 lbs. per square inch, superheater safety valves at 484 lbs. per square inch. *473 See Baltimore letter 11-11-47*

Electrical Installation:- Auxiliary generators Nos. 1 and 2 and all pump and blower motors examined, main cables, circuits and electrical apparatus subject to a megger test and found to be not less than 100,000 Ohms.

Steering engine and windlass engine, cylinders, valve chests, pistons and valves and all engine work parts examined and found or placed in good order.

On completion of machinery examination, boilers, main and auxiliary machinery and electrical installation examined under working conditions during a steaming test of four hours and found satisfactory.

The above named vessel, Victory Type (VC 2-S-AP2) has been bought by the above owners, who have continued the American Bureau Classification but subsequently desire full classification with the Society.

After leaving the laid up fleet and before final purchase, she was drydocked at Newport News, but only American Bureau Surveyors were requested to attend. We have since received a copy of the Newport News A.B. Surveyors' report covering sea valves and cocks, which is attached hereto, also covering examination of tailshaft.



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