

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

(Received at London Office

3 - MAR 1948

Date of writing Report 22.2.1948. When handed in at Local Office 22.2.1948. Port of Falmouth

No. in Survey held at Falmouth Date. First Survey 4-1-48 Last Survey 5-2-1948
Reg. Book. (No. of Visits 10)

24/69 on the Machinery of the Wood, Iron or Steel S.S. "FORT STEVENS" Year. Month.

Tonnage { Gross 106.39 Vessel built at Mobile, Ala. By whom Alabama D.D. & S.B. Co When 1944
 Net 62.74 Engines made at Lynn, Mass By whom General Electric Co When 1944
 Nominal Horse Power { Boilers, when made (Main) 1944 (Donkey) ✓
 No. of Main Boilers Owners British Tanker Co, Ltd Owners' Address ✓
 No. of Donkey Boilers (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers Managers ✓ Port London Voyage ✓
 in Donkey Boilers ✓
 ✓ Surveyed Afloat & in Dry Dock No 3 D.D.
 (State name of Dock.)

Last Report No. Port Docking, T.S., B.S., & part M.S.

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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 ✓

Damage report 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

Donkey " " " ✓

not, 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? ✓

Date latest date of internal examination of each boiler S. 4/1/48 R. 30/1/48 Present condition of funnel (Efficient)

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 500 LBS/sq" Main & 164 LBS/sq" Spht.

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? None 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? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? No 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 12/1/48 State the wear down in the stern bush A fit

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

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

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the M.S. the following

machinery parts require to be examined (Including towards Survey machinery examined in New

York 2.47):- The outboard turbo-generator & its gearing, the turbine driving the forward feed pump,

the auxiliary feed pump, the auxiliary circulating pump, the forward lubricating oil pump,

the oil fuel transfer pumps (one in engine room & one in forward pump room), two boiler oil

recirculation pumps, the outboard condensate & the auxiliary condensate pumps, two bilge pumps,

one Butterworth & bilge pump, one Butterworth & ballast pump, the bilge & ballast pump in the

forward pump room, the auxiliary condenser, the pumping arrangements & the electrical

installations & the thrust shaft. The Owners Superintendent states that the survey will be advanced at the

next opportunity. B.S. & T.S. complete.

Work done:- The vessel placed in drydock, the propeller, screwshaft, sternbush, sea cocks &

valves with their outside fastenings examined & found or placed in good condition.

Sternbush re-wooded.

Also:- The high & low injection valves both found corroded in isolated patches, the affected parts

PLEASE SEE CONTINUATION SHEET.

General Observations, Opinion, and Recommendation:- The machinery of this vessel so far as now

(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 or LMC 140 lb., FD, &c.)

CS 9.34.

is in good condition & eligible in my opinion to remain 'Class contemplated' with records

T.S.C.L. 1.48 & B.S. 2.48 now & M.S. (with date) on completion of the survey. Subject to a spare

propeller being supplied at the first opportunity. It is recommended that the item regarding the

main injection valve be now deleted from the S.R.L.

Survey Fee (per Section 29) B.S. £ 22 : 0 : 0 Fees applied for 2.3.1948

T.S. £ 3 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 29.) P.R. L.M.C. £ 35 : 0 : 0

Travelling expenses (if chargeable) £ : : : Received by me, 19

Committee's Minute WED 7 APR 1948

Assigned As now, subject

S.I. 48 CL Bl. 2.48

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

Engine Surveyor to Lloyd's Register of Shipping.

S.S. 'FORT STEVENS'

S.R.L. (Boiler) built up with E.W. & now satisfactory. It is recommended that the item regarding the further examination of the lower main injection valve be now deleted from the S.R.L.

The following machinery parts examined & found or placed in good condition:- The main turbine casing & rotor, the inboard turbo-generator casing, rotor & gearing, the intermediate shaft, the forward feed pump (water end only), the aft feed pump & its driving turbine, the main generator & main motor air coolers cleaned & tested, the aft lubricating oil pump & the atmospheric drain pump.

An auxiliary diesel generator set for Port use, engine made by Cummins Eng. Co. Inc. Columbus, Indiana & generator made by Bolinders Co. Inc. (for full particulars see New York Certificate C-7124) now installed on boat deck aft; generator tried at work & found satisfactory.

Wear & tear repairs:- The forward feed pump water end casing & rotor renewed complete, the aft feed pump water end casing built up with E.W. where corroded between pressure stages & machined.

B.S. Both main boilers examined throughout together with superheaters, safety valves, mountings, manholes & doors, all found or placed in good condition & the safety valves adjusted.

The oil fuel installation examined under working conditions & found satisfactory.

Wear & tear repairs:- One bottom row tube in Port boiler (2" diameter) found leaking, now renewed.

Jas. Stevenson