

Rpt. 9
Date of writing report Jan. 27, 1960.
Survey held at Newport News, Va.
Received London
No. of visits 10.
Port Newport News, Va.
First date Oct. 10, 1959
Last date Jan. 18, 1960.
No. 8112.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 16615 S.S. Name "JONANCY"
Owners Pacific Maritime Agencies, Inc. Managers
Engines made Camden, By New York S.B.Co. Type 3 Cyl. Steam Recip.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 WTB. W.P. 205 Lbs.
No. of Aux./Donkey Boilers - W.P. 0
Surveyed Afloat or in Dry Dock Both
Nature of Survey
Was Damage Report issued? No Int. Cert.? Yes.
Last Report (For Head Office only)

Hull	Machinery
*100A1	*LMC.
SS. 12-55 (Dr. 11-51)	Engines 12-55
Docking 1-58	Boilers M. 9-57
	Tail shaft (CL) 1-58
	Steam pipes 12-55
	*NB 1-48.

The condition 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 due 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 distinguishing 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 Surveys those 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.

DOCKING Propellers Good. Wear Down of Stern Bushes 1/16" Oil Glands - Sea Connections Good.
Fastenings Good. Has Screwshaft/Tubeshaft been drawn? No Date of Examination - Has Shaft been changed? -
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
1 Cyls., Covers, Pistons & Rods H.P. I.P. & L.P. - Good.
2 Valves & Gears H.P. I.P. & L.P. - Good.
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings All - Good.
MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices
MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
SCAVENGE BLOWERS
16
SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts
EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
STEAM COMPRESSORS
CLUTCHES & HYDRAULIC COUPLINGS
REDUCTION GEARING
THRUST BLOCKS, SHAFTS & BEARINGS Good.
INTERMEDIATE SHAFTS & BEARINGS Good.
HOLDING DOWN BOLTS & CHOCKS Good.
CONDENSERS (MAIN & AUXILIARY) Good.
STEAM RE-HEATERS -
DE-SUPERHEATERS -
STOP & MANOEUVRING VALVES Good.
MAIN ENGINE DRIVEN PUMPS Main air pump only - good.
CRANKCASE DOORS & EXPLOSION RELIEF DEVICES - Have Main Engines been tested working and manoeuvring? Yes.
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel where now seen, is in good, safe, working condition and eligible in my opinion, that the machinery Classification Record be continued in the Register Book with fresh record of M.B.S. 1-60 now and E.S. 1-60 When survey has been completed; subject to emergency fire pump being installed.

Date of Committee NEW YORK FEB 3 1960
Decision Defered for temp ES but assign MBS 1.60. Subject
Noted for Header
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W.D. Wardle
Engineer Surveyor to Lloyd's Register of Shipping
W.D. Wardle.
003252-003262-0116 14

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32 Essential Independent Pumps (Identify by position) Main Circ. pump good. Fore and after feed pumps good. Upper and lower fuel oil service pumps good. Ballast and bilge pumps good. General service pump good. Sanitary and fire pump good. Good.

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes.

35 Fresh Water Coolers None 36 Lub. Oil Coolers None 37 Heaters (state service) Feed Heater - Good.
 38 Independent Air Compressors, Coolers & Safety Devices None
 39 Air Receivers & Safety devices - Main None
 40 Auxiliary
 41 Oil Fuel Tanks (Not forming part of hull structure) Good.
 42 Evaporators None fitted 43 Have Evaporator Safety Valves been tested under steam? -
 44 Steering Machinery Good 45 Windlass - 46 Fire Extinguishing Arrangements As stated.

AUXILIARY ENGINES (Identify by position) Main Circ. pump engine - Good. Forward and after generator Engines - Good.

PROPULSION	PORT	STARBOARD	ELECTRICAL EQUIPMENT	AUXILIARY EQUIPMENT
a Generators			Generators & Governors	Fore and after Good.
b Exciters				
c Air Coolers			Motors F.W. Pump motor & Refig. Comp. no	G
d Motors				
e Air Coolers			Switchboards & Fittings	Good
f Control Gear, Cables, etc.			Circuit Breakers	Good
g Insulation Resistance			Cables	Good
h Insulating Oil Test			Insulation Resistance	Good
i Overspeed Governors			Steering Gear Generators and Motors	None
j Magnetic Couplings			Navigation Light Indicators	Good.
k Air Gap				

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

MAIN Port & Starboard Dec. 4th 1959.

AUXILIARY, DONKEY or PRESS.

Superheaters -
 Safety Valves Good.
 Mountings, Doors & Fastenings Good.
 Safety Valves Adjusted to { Sat. 205 psi.
 Spt. -
 Boiler Securing Arrangements Good.
 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? Yes Forced Circulating Pumps Good
 Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? - Funnel Good.

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 the subjects of class)

NOW DONE:

Vessel placed in dry dock, propeller, outer end of stern tube and outside fastenings examined and placed in good order.

Now Done for Special Survey of Machinery:

Main Engine:

H.P., I.P., & L.P. cylinder covers removed, piston removed, cylinders, pistons and covers examined and all found or placed in good order. Cylinder covers renewed as found necessary.

H.P., I.P., & L.P. Valve chests opened up, valves removed, chests and valves examined and all found or placed in good order. H.P. valve follower rod stud renewed.

Upper half bearings of all main bearings removed, bearings and oil shaft journals examined, wear down of bearings checked and all satisfactory - bearings replaced.

H.P. slide valve balance cylinder opened up, piston, and balance cylinder examined and found in order.

Survey fees E.S. & Elect. -- \$280.
 MBS. & Rps. 110.

Damage fee

Expenses

Date when A/c rendered January 27th, 1960

Feed Water Heater opened up, cleaned, coils tested and found in order.
 Fuel Oil Service Pumps - Upper and lower pumps removed to machine shop, completely opened up and reconditioned as found necessary. Steam piston and liquid piston rings renewed.
 Both Fuel Oil Heaters opened up, tested, examined and found in order.

Main Engine; thrust collars removed, thrust shaft bearings opened up, thrust bearing and thrust shaft examined.
 Thrust collars honed and dressed smooth and all placed in good order. Oil sump cleaned, cooling water coil tested and oil renewed.
 Intermediate shaft bearing opened up, examined and found satisfactory.
 Main engine driven air pump opened up, bucket, chamber and valves examined.
 Valve seats re-faced and valve discs ground in. Bucket rod securing nut hardened up and locking screws renewed.
 Reversing engine opened up, examined over all parts and found in order.
 All main engine and thrust bearing holding down bolts examined, tested for tightness and found in order.
 Main Circulating Pump Steam engine completely opened up, cylinder, piston, valve chest, valve, crank shaft, crank shaft bearings, crosshead and crosshead bearings, examined, found in order and bearings adjusted as found necessary.
 Impeller casing opened up, impeller and shaft removed, examined. Impeller shaft skimmed in way of bearings and new bearings fitted.
 Main Condenser:
 Forward and after covers removed, tubes cleaned internally and tested. 30 locally pitted tubes renewed. Condenser retested and proved tight.
 Covers and water end scaled, cleaned and coated, with Apexion and Zinc protection plates renewed.

Feed Pumps

Forward and after feed pump completely opened up, suction and delivery valve seats refaced as necessary, and valves ground in.

Forward pump - liquid end piston rings renewed.

After pump - Steam and liquid end piston ring renewed.

Steam valve chests re-conditioned.

Ballast Pump Steam and water end opened up and examined over all parts. All water end and plunger rings renewed. Suction and delivery valves examined, valves and springs renewed as found necessary.

Steam and liquid end piston rods renewed.

One section of overboard discharge piping renewed.

General Service & Fire Pump:

Pump removed from vessel and a reconditioned Wagner steam horizontal duplex pump, size 7" x 5" x 8", cir. No. 225 installed, pump examined, tested and found satisfactory.

Fire and Sanitary Pump forward pump removed from vessel and reconditioned "Abner" steam horizontal duplex pump, size 5 1/2 x 3 1/2 x 5" installed, pump examined, tested and found in order.

Feed Water Heater opened up, cleaned, coils tested and found in order.

Fuel Oil Service Pumps - Upper and lower pumps removed to machine shop, completely opened up and reconditioned as found necessary. Steam piston and liquid piston rings renewed.

Both Fuel Oil Heaters opened up, tested, examined and found in order.

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Fire Line examined and tested approximately 20 feet renewed in Engine and additional hydrant installed port side of Engine Room.

Bilge Line examined and tested approximately 45 ft. of suction piping renewed in engine room and in way of No. 4 D.B. Tank.

Steering Engine

Steam cylinders and valve chests opened up, cylinders, pistons, piston rings, valve chests and valves examined and found in order. Crank pins, crank pin bearings, crank shaft and bearings, examined and found in order.

Gear shafts and bearings examined and found in order.

Telemotor and gear examined. Leather packing renewed.

Steering gear tested and proved satisfactory.

Emergency steering arrangements tested and found in order.

Steam Generators

Forward and after steam generator engines completely opened up, cylinders, pistons, valve and valve gear examined and found or placed in good order

All crankshaft bearings removed, crankshaft and bearings examined and found in order.

Journals reconditioned and tested under working conditions.

Electrical

Forward and after generator armatures removed to shop, cleaned, baked, tested and defective commutator bars renewed as found necessary, tested and found in order.

Field coils cleaned, revarnished, tested and all found or placed in good order.

Switchboard and switchgear examined and all found or placed in good order.

All electric circuits megger tested, grounds removed as found necessary and placed in good order. Electric wiring of fore and main mast lights renewed.

Stern light and wiring renewed.

Electric alarm bell system tested and placed in good order.

Fresh water pumps and refrigerator compressor motors, armatures and field coils cleaned, re-varnished, tested and placed in good order.

Boilers:

Port and starboard boilers cleaned internally and externally and examined over all parts, together with doors and fastenings.

Boiler mountings opened up, valve disc ground in, examined and all found or placed in good order.

Port and starboard boiler safety valves adjusted under steam to allowable working pressure.

Remote controls for settling tank, suction, and fuel oil and transfer pump steam stop valves, examined, freed where found necessary and placed in good order.

Remote control fitted to Fan Engine stop valve.

Steam smothering system installed under boilers, together with remote control for same.

Oil fuel system examined under working conditions. Funnel fitted with outer casing.

Fire Fighting Equipment

CO₂ cylinders, (100 Lbs. capacity) at boilers weighed and found in order.

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Additional portable Foam extinguishers installed to comply with Regulations for Safety if Life at sea.

4 - Fire Hose and nozzles on decks renewed.

2 - Combined jet and spray nozzles installed in Engine Room.

Emergency Fire Pump

It was noted that, when carrying out a survey of Safety of Life Equipment, no arrangements were fitted in case the Fire Pumps in the Engine Room were put out of action in case of fire. It was recommended that, a Diesel Driven fire pump be installed in the steering gear room with suitable sea suction and discharge line to Fire Main.

Due to vessels commitments, this was not done at this time, the Owner's Representative stating that a suitable unit will be ordered and fitted at the earliest opportunity.

Main Engine, steering gear, auxiliary machinery and anchor windlass, examined under working conditions and found satisfactory.

TO COMPLETE E.S. the following remain to be examined:

Main Engine:

H.P., I.P., & L.P. crankpins and bearings.

H.P., I.P., & L.P. Crossheads and bearings.

H.P., I.P., & L.P. Eccentric sheaves and straps.

Main Engine attached ^{Bilge} bridge pump.

Fan Engine.

Anchor windlass and engine.

Fuel Oil Transfer pump.

W.D. Wardle



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