

No. 5029

12 JAN 1949

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

(Received at London Office)

Writing Report 5th Oct., 19 48 When handed in at Local Office 5th Oct., 19 48 Port of Galveston, Texas
Survey held at Galveston, Texas Date, First Survey 14th Aug. Last Survey 4th Sept., 19 48
(No. of Visits 7)

on the Machinery of the ~~Wood, Iron or Steel~~ S/S "FRANCINE CLORE"
Gross 10634 Vessel built at Portland, Or. By whom Kaiser Co., Inc. When 1944
Net 6299 Engines made at Lynn, Mass. By whom General Electric Co. When 1944
Boilers, when made (Main) 1944 (Donkey) -
Owners British Oil Shipping Co., Ltd. Owners' Address
(if not already recorded in Appendix to Register Book.)
Managers Stevinson, Hardy & Co., Ltd. Port London Voyage
If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Todd Shipyards Corp.
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port Dock, Complete
Particulars of Examination and Repairs (if any) LMC, B.S. & Elec.
Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly 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 cases where the Surveyor has not made a special damage report he is required to state whether he made his services for this purpose, and why they were declined.
Damage report made by anyone else? If so, by whom?
Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

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)
100A1 (Classification Contemplated)	3.48	BS 9.47 (500 lb.) TS 8.47
Examined 9.47		
Carrying Petroleum in bulk		

Donkey
not done, state for what reasons?
parts of the Boilers could not be thus thoroughly examined?
special means, in the absence of internal examination, were adopted by the
or to assure himself of the thorough efficiency of those parts of each Boiler? Both boilers hydrostatically tested to rule requirements
date of internal examination of each boiler 17th August, 1948 Present condition of funnel(s) Good
Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 500 lbs.
Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? 464 lbs.
Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? -
Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? -
Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -
shaft now been drawn and examined? No 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? No
now been changed? - If so, state reasons -
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? -
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 -
ine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Both

the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes
insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes to rule requirements
vey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete L.M.C., B.S. & Elec.
ne - Vessel placed in dry dock, propeller, aft end of stern bush, sea valves with their shell
ings examined, found or now placed in good condition.
ow Done - Both water tube boilers examined internally and externally together with doors, mount
nd safety valves found or now placed in good condition. Both boilers, steam and feed water
hydrostatically tested and proven tight. Main and superheater valves adjusted under steam
re as stated above. Oil burning installation examined and tested under working conditions.
alves and deck controls examined, also oil discharge pipe, and all found in good condition, ac-
le, visible, well lighted and joints tight.
plate L.M.C. Now Done
ed main propulsion motor and bearings. (P.T.O.)

Observations, Opinion, and Recommendation:— The boilers and machinery of this vessel are
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.)
CS 3,34,
condition and eligible, in my opinion to be classed, viz. L.M.C. (MS) and the notation B.S.

per Section 29) LMC (MS) & Boilers \$ \$500.00 Fees applied for 13/9/19 48
age or Repair Fee (if any) \$: :
(per Section 29.) Late Fee 20.00 Received by me, 19
xpenses (if chargeable) \$: 4.00
Phone Call 4.00

Engineer Surveyor to Lloyd's Register of Shipping.

tee's Minute
d L M C - 9, 47
B. S. 9, 48
(SPT) 500 lbs.
NEW YORK DEC 22 1948
Lloyd's Register Foundation
603409-603416-6280

Examined turbo generator and bearings.

Examined main turbine rotor and thrust, also throttle and control valve.

High potential test of 1440 volts applied for one minute duration to the stator windings and of the main propulsion motor, main turbo generator and the 2 auxiliary generator units meggered and all proven in good condition.

Examined thrust shaft bearing collar and pads, intermediate shafting and bearings, all found condition.

Main and auxiliary condenser examined and tested.

The following auxiliary machinery opened, examined, found or now placed in good condition -

Two turbo driven feed pumps turbine and water ends examined, also one vertical simplex pump.

Examined the following pumps complete with electric motors -

Two main and auxiliary condensate, main and auxiliary circulating water, two lubricating oil, two oil fuel service, two bilge, two fire and butterworth, one sanitary and one salt water pumps.

Examined the following steam driven pumps -

One bilge pump, one ballast pump in forward pump room, one bilge pump, one ballast pump and transfer pumps in after pump room, cargo pumps and stripping pumps examined under working condition and found satisfactory.

Pumps and pumping arrangements examined throughout and found satisfactory.

Electrical

Main propulsion motor examined, two auxiliary generators, main and auxiliary switchboards distribution panels circuits and fittings throughout were examined, insulation resistance megger tested (1948) and found or now placed in good condition. Generators, motors and all equipment examined working condition.

The requirements of classification survey LMC - BS have been completed at this time.

Repairs

Impeller of both sanitary pumps machined in way of seal rings, new seal ring fitted and bush machined to suit new sealing rings.

Main circulating water pump, spare impeller, shaft, and seal rings fitted, bearings remounted machined to suit shaft, original impeller dressed up for spare gear and one set of spare impeller brasses remounted.

Turbo Feed Pumps

Rotor shaft in way of bearings and carbon rings polished, carbon packing renewed, remounted and machined to suit on forward and after ends of forward and after feed pumps.

Forward Feed Pump Liquid End

Packing sleeves at forward and after end of impeller renewed, also thrust shoes and collar, aligning pads for thrust collars renewed, glands repacked.

After Feed Pump Liquid End

Spare impeller, shaft, packing sleeves and seal rings fitted, original impeller dressed up for gear.

C.O.₂ fire extinguishing system overhauled by makers and placed in good condition.

Boilers

Minor boiler repairs done at this time, there were considerable repairs done to boilers in Main.

Electrical

Main turbo generator windings thoroughly cleaned and washed, then thoroughly dried out. Rotor removed, overhauled and tested out at General Electric Service Plant, Houston, all parts repaired under the General Electric representative, tested out under working condition and found satisfactory.

The amplidyne of the No. 1 and No. 2 auxiliary generators cleaned, recoated and baked out, skimmed and bearings renewed, tested out and found satisfactory.

Main propulsion motor

Windings thoroughly dried out. 3 loose coils in motor stator rewedged, tested out and found satisfactory.

Gyro compass reconditioned under the direction of Sperry's representative.

Other minor repairs carried out at this time.

Spare propeller markings as follows -

Baldwin
Heat No. 6966
W.G.T. 35175 lbs.
A 268 B
J.O.M.
10-16-47
Cramp
LLOYD'S
O.C.T. 2.1.47
{5707}

Cert. B1 issued, copy herewith.

Note: Please see London's letter of 9th July, 1948 for completion of Machinery Survey.



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