Rpt. 9.

No. 8612

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

(Received at London Office 23 APR 1948)

Date of writing Report 19th Mar. 1948 When handed in at Local Office 25th Mar. 1948 Port of Baltimore, Maryland

No. in Reg. Book 32143 Survey held at Baltimore, Maryland Date, First Survey February 22nd Last Survey February 25th, 1948 (No. of Visits 5)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "ROWANBANK"

Tonnage Gross 7262 Net 4419

Nominal Horse Power –

No. of Main Boilers 2

No. of Donkey Boilers –

Steam Pressure— in Main Boilers –

in Donkey Boilers –

Vessel built at Richmond, Cal. By whom Permanente Metals Corporation (Shipyard No. 1) When Year 1943 Month –

Engines made at Sunnyvale, Cal. By whom Joshua Hendy Iron Works When 1943

Boilers, when made (Main) 1943 (Donkey) –

Owners Bank Line, Limited Owners' Address – (if not already recorded in Appendix to Register Book.)

Managers A. Weir and Company Port Glasgow Voyage Foreign

If Surveyed Afloat or in Dry Dock Drydock (State name of Dock.) Bethlehem Steel, Key Highway

Last Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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)		
5.47		
Examined 5.47		

Particulars of Examination and Repairs (if any)

Dkg., dmge., TS, part BS, MS.

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

In 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 Not required.

Was a damage report made by anyone else? If so, by whom? London Salvage Association

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

" " Donkey " " " –

If this was not done, state for what reasons? –

And what parts of the Boilers could not be thus thoroughly examined? –

Also 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? –

State latest date of internal examination of each boiler Port:- February 23rd, 1948 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Port Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Not adjusted.

Did the Surveyor examine the Safety Valves of Donkey Boiler? – To what pressure were they afterwards adjusted under steam? –

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Port only, 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? Port only, and of the Donkey Boilers? –

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? –

State date of examination of Screw Shaft Feb. 24th, 1948 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the BS, the starboard boiler to completely examine, the P and S boilers to examine under steam, and the main and superheat safety valves to adjust.

Whilst the vessel was on the drydock, the fastenings of the propeller, the stern tube, and the sea valves were examined and found in order.

Done for damage stated to have been sustained by propeller striking back of Hooghli Buoy at Hooghli Bight September 21st, 1947:- The propeller removed, three blade tips faired and dressed, one broken blade tip faired and a new section approx. 3" x 12" brazed on, the propeller pitch checked, the tailshaft drawn, examined, found in order and replaced, the propeller refitted and all closed up in order.

Done for BS:- The port main water tube boiler together with all mountings opened up, cleaned, examined internally and externally, minor repairs made to mountings and all placed in good and safe working condition.

Done for LMC:- Main Engine:- The HP, MP, and LP cylinders, covers, pistons and rods, valves, valve chests, (P.T.O.)

General Observations, Opinion, and Recommendation:—

(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, B.S. 9,11, B.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LMC CS 3,34, 140 lb., F.D., &c.)

The machinery of this vessel, so far as now seen, is in good and safe working condition and is eligible in my opinion to be continued as now classed with record of TS (CL) seen 2-48, a record of LMC, MS 2-48, and a record of BS 2-48, when the starboard main boiler has been examined throughout, the P and S boilers examined under steam and the safety valves adjusted.

Survey Fee (per Section 29) See First Entry Rpt. :

Special Damage or Repair Fee (if any) (per Section 29.) Prop. dmge. $ 50.00 : Late fee 10.00

Travelling expenses (if chargeable) $ 2.00 :

Fees applied for 25 Mar. 1948

Received by me, – 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK MAR 31 1948

Assigned L.M.C. M.S. 2.48. (See also N.Y. H8314)

T.S. 2.48.

COND'N. PAPER. -2 WTB (SPT) 250 lbs.

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

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

004300-004307-0079

S.S. "ROWANBANK" Machinery Continued

and valve gear, guides and guide shoes, crossheads and brasses, connecting rods, crankpins and brasses, main bearings and journals, bedplate and holding down bolts, thrust and bearings, line shaft and bearings, the attached air and bilge pumps all opened up, examined, minor repairs made and all placed in order.

Auxiliaries:- The main cirdulating pump and engine, the ballast pumps, the auxiliary condenser circulating pump, the fire and bilge pump, the fresh water and sanitary pumps, the two main feed pumps, the fuel oil service pumps and heaters and the three electric light engines all opened up, minor repairs made and all closed up in order. The main and auxiliary condensers opened up, cleaned, examined, and tested and found good. The pumping arrangements tested and oil burning and fire extinguishing appliances examined and found in order.

Electrical:- The three electric generators, the switchboard and wiring throughout the vessel examined and megger tested and found good.

S. R. List:- Classification Survey partly held.

Done:- The Classification Survey on machinery completed except for internal examination of the starboard main boiler, the examination of the p and s boilers under steam, and the adjusting of the main and superheat safety valves of the p and s main boilers.

(Note:- Please see London letter dated February 20th, 1948, regarding items for completion of Classification Special Survey.)