

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

No. 48997

(Received at London Office)

2 - APR 1949

Report made on Feb. 28th 1949 When handed in at Local Office Feb. 28th 1949 Port of NEW YORK
 Survey held at NEW YORK Date, First Survey Sept. 9th Last Survey Jan. 7th 1949
 (No. of Visits 30)

the Machinery of the WOODHULL STEEL M.V. "LINDA" ex L.S.T. 200 Year. Month.

Vessel built at Seneca, Ill. By whom Chicago Bridge & Iron Wrks. When 1943 2

Engines made at Cleveland, By whom Gen. Motors Corp. When 1943

Boilers, when made (Main) (Donkey)

Owners (Donkey) Owners' Address (Donkey)
 (if not already recorded in Appendix to Register Book.)

Managers (Donkey) Port Maracaibo Voyage (Donkey)

If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
 (State name of Dock.) Todd Shipyards Corp. precisely as in Register Book & Supplements).
Brooklyn, N.Y.

No. 48997 Port NEW YORK
 Date of Examination and Repairs (if any) Feb. 28, 1949 Classification Good

When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and led in the body of the report, should be briefly summarised at the end of the report. State also the nature of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has made a special damage report, and why they were declined.

Has anyone else made a special damage report? If so, by whom? None

Does anyone normally go inside each Main Boiler separately and make a thorough examination at this time? None

Does anyone normally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

State for what reasons? None

Boilers could not be thus thoroughly examined? None

Plans, in the absence of internal examination, were adopted by the Surveyor himself of the thorough efficiency of those parts of each Boiler? None

Internal examination of each boiler Dec. 16-48 Present condition of funnel(s) Good

Examine the Safety Valves of the Main Boiler? None To what pressure were they afterwards adjusted under steam? None

Examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 50 lbs.

Examine all the manholes, doors and their fastenings of the Main Boilers? None, and of the Donkey Boilers? Yes

Examine the drain plugs of the Main Boilers? None, and of the Donkey Boilers? Yes

Examine all the mountings of the Main Boilers? None, and of the Donkey Boilers? Yes

Have the funnels been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? None

Have the funnels been previously used? None Has it a continuous liner? None Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? None

Examine the Screw Shaft Dec. 3-48 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/32" (p&s)

When referred to by numbers, should be counted from forward. None Is electric light and/or power fitted? Yes

Examine the generators, motors, switchgear, cables and fuses? Yes

Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Complete, state what arrangements have been made for its completion and what remains to be done. complete

Vessel placed in drydock, propellers, stern bushes, sea valves with their shell examined and found or now placed in good condition. None

Without liners examined and found or now placed in order. None

Each main tube contains an inner and outer bushing with white metal bearings, the tubes are packed with simi fluid grease with an inboard and outboard gland seal. None

Survey for Classification:- Good

Examine the Main Engines:- None

Examine the cylinders, heads and valves, pistons, liners, connecting rods, wrist pins and bushings, and bearings, reduction gear, clutches, intermediate shafting and bearings, attached to the main shafting, oil, salt and fresh water cooling pumps, fuel pumps, scavenge blowers, electric starters and other machinery. None

Observations, Opinion, and Recommendation:- The machinery of this vessel is in good condition.

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 repairs 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 140 lb., F.D., &c.) None

It is recommended for the favourable consideration of the Committee that the records of this vessel be assigned in the case of this vessel. None

12,48 T.S. p&s seen 12,48, and D.B.S. 12,48

Section 29) LMC & TS \$400.00:
 or Repair Fee (if any) Late \$20.00 :
 Section 29.) \$1.00
 Fees (if chargeable) £ : :
 Fees applied for Feb. 18, 1949
 Received by me, M. S. Keller 1949

M. S. Keller for W. J. B. DODD FIELD - SELF
 Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK MAR 16 1949

's Minute
L.M.C. 1, 49
D.B.S. 1, 49 T.S. 12, 48

Lloyd's Register Foundation

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

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

004496-004501-0120 1/2

M.V.
"LINDA"
ex
LST 200

governors.

engine lubricating oil and fresh water coolers.

Generator Engines (2):-

Two (2) generator engines were examined over all parts with heads and valves, pistons, connecting rods, wrist pins and bushings, crankshaft and bearings, attached lubricating oil, salt and fresh water cooling pumps, fuel pumps, electric starters, interlocks, oil filters and governors.

Examined 2 ballast, 2 fire and bilge, lubricating oil transfer and stand by, lubricating oil and 2 cooling water pumps for reduction gear, 1 stand by for reduction gear, 2 fresh water; hot water circulating, boiler feed, fuel oil burner and independent pump for pumproom.

Two stage compressors and 2 air receivers for inflating tires to main engine clutches examined and tested.

Piping arrangements with valves, pipes and strainers, examined, tested and proven in good operating condition.

Parts of machinery placed on board to Rule requirements.

Electrical:- All generators and motors removed to shop, armatures removed and baked, commutators skimmed and mica undercut, insulation coated, brushes and holders overhauled, slip rings examined and parts renewed as required.

Wiring on switchboard and panels examined and placed in order, insulation resistance on circuits megger tested.

Generators operated in parallel and separately to Rule requirements, reverse current relays and circuit breakers checked and operated.

Equipment supplied to comply with the Rules.

Donkey Boiler:- The Donkey Boiler was examined over all parts with mountings, safety valves, fresh water feed pump and oil burning equipment. Safety valves adjusted under steam to 50 lbs.

This boiler used for domestic purposes only.

Relocation:- Two generator engines, Donkey boiler and switchboard relocated in the auxiliary engine room on the 3rd deck as shown on plans.

Exhaust lines from all engines extent to stack properly secured, lagged for entire length and equipped with silencers.

Ballast pumps relocated as follows:-

One installed in the starboard shaft alley complete with foundation, wiring and piping, connected to sea, engine room, shaft alley bilges and ballast tank.

Another pump installed in the forward pumproom connected to sea, fore peak, pumproom bilges, starboard cofferdam and ballast tanks Nos. 6 & 7.

Cargo pumps and engines:-

Two new cargo pumps installed in the main pumproom (p&s) driven by two 6 cylinder diesel engines located in the auxiliary engine room, drive shaft extending through the pumproom head and clutch connected.

Water Pumps & Engines:- Fairbanks Morse Co. Type 31A6 1/4-H.P. 175-RPM 720-6 1/4"x9".

Two pumps 6 stages centrifugal.

Electric drive,

for pumping air tanks for pumping engines (for four vessels) Pressed steel Tank Co.

Shwaukee, Wis. LLOYD'S #3195-3197-3199 G.N. TEST 500 lbs. W.P. 250 lbs. 11-16-48

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M.A.X. PTO

Repairs Main Engine:-

9 Crankpin bearings, 2 main bearings, one cylinder head and one connecting rod renewed. seats machined and valves ground in. Governors electric starters, attached lubricating oil pumps, salt water and fresh water removed to shop and overhauled renewing worn or defective parts as required. Scavenge blowers removed to shop, cleaned and end seals renewed. Clutch assemblies and reduction gears opened checked and tested.

Engines run for dock and sea trials and proven in good working condition.

Generator Engines (2):-

Renewed 3 pistons, 12 wrist pin bearings, 4 exhaust valves and 2 rocker arms. Engines removed to shop and completely overhauled, crankshafts placed in lathe and checked. Intercoolers, cooling jackets, heads and exhaust manifolds chemically cleaned. Bosch fuel pumps overhauled by the makers. Attached lubricating oil, salt and fresh water cooling pumps overhauled and parts renewed. All valves reseated. Engines run in shop and after installing in place and tests carried out to Rule requirements.

Pumps:-

Motor driven fire and bilge (2) reduction gear lubricating oil (2) and salt water cooling (2), fresh water (2), fuel transfer, lubricating oil transfer; stand by and boiler feed pumps, completely overhauled renewing worn and defective parts.

All pumps tested under working conditions.

Outer bearings in stern tubes renewed with bronze bushings lined with white metal.

A spare tail shaft is on board, also 2 bronze propellers. (Original Navy equipment).

M.S.K.



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