

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

(Received at London Office)

3rd AUG 1948

Report of writing Report June 16th 19 48 When handed in at Local Office June 17th 19 48 Port of NEW YORK Galveston
 in Survey held at Galveston, Texas Date, First Survey May 26th Last Survey June 12th 19 48
 on the Machinery of the WOODCOCK Steel S.S. "MESA VERDE" (No. of Visits CONTINUOUS)

Gross 10640 Vessel built at Portland, Oregon By whom Kaiser Co. Inc. When 1944 11
 Net 6313 Engines made at Lynn, Mass. By whom General Electric Co. When 1944
 Main Boilers 2 Boilers, when made (Main) 1944 (Donkey) -
 Owners British Tankers Co. Owners' Address -
 Managers - (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Tedds No. 2 Drydock Port London Voyage -
 (State name of Dock.) Tedds Wharves Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. - Port -

Particulars of Examination and Repairs (if any)

Surveys, 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 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 initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has rendered 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

" Donkey " -

Is 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 Surveyor 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 June 2nd, 1948 P&S

Present condition of funnel Good

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Main 500 Supt 4

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

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

How 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? -

Examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft -

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

Is electric light and/or power fitted? Both

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

Is not complete, state what arrangements have been made for its completion and what remains to be done Completed LMC BS & Elec.

Remarks: Vessel placed in drydock, propeller, aft end of stern bush, sea valves with their shellings examined, found or now placed in good condition.

Done: Both water tube boilers examined internally and externally together with doors, manholes and 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 pressures as noted above. Oil burning installation examined and tested under working conditions. Valves and deck controls examined, oil discharge pipe and all found in good condition, accessible, well lighted and joints tight.

Done: Main propulsion motor, rotor and stator windings examined, high potential test of 1000 volts applied for one minute duration, megger tested and all proven in good condition. PTO

Observations, Opinion, and Recommendation: The machinery and boilers of this vessel 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.G.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

good condition and eligible in my opinion, to remain as classed with fresh record of LMC 6,48 have the notation B.S. 6,48 subject to a spare propeller being supplied and completion of changing fuses from renewable to cartridge filled (refractory material) type.

(per Section 29) \$ 600-

Damage or Repair Fee (if any) \$:

(per Section 29.) \$ 13.50

Expenses (if chargeable) \$:

Committee's Minute /

and LMC 6,48 subject

Fees applied for

July 6, 1948

Received by me,

19

NEW YORK JUL 14 1948

Engineer Surveyor to Lloyd's Register of Shipping.

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

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Part LMC MS:- The following main and auxiliary machinery parts were examined and found or now placed in good condition.

Main propulsion motor.

Main propulsion motor air cooler, tested and proven tight.

Main condensers and tested.

Main turbine throttle and control valves.

Intermediate shafting and plummer blocks.

Turbine driven feed pumps with turbines (2)

Main condensate pumps with electric motors (2).

Evaporators (2) with safety valves adjusted.

Pipes and pumping arrangements.

Electrical:- Main and auxiliary switchboards and distribution panels. Auxiliary generators (2)(turbine omitted) all motors, circuits and fittings throughout were examined, insulation resistance megger tested (June 1948) and found or now placed in good condition.

NOTE:- It was stated that the wooden signal mast would shortly be removed and the Owners representative request to omit the lightening conductor was concurred with. Foremast portable plug connections to be the interlocking type and completion of changing fuses to Rule requirements. All cabin fans to be grounded. Deck control stop button to be fit for OR transfer.

Repairs Now done:- Main turbine throttle and control valves reconditioned. Main propulsion motor stator coils, clamping through bolts found slack, were removed, examined, threads rechased, replaced and tightened with torque spanner to 120 lbs. ft. under supervision of General Electric Co. representative.

Main alterator slip rings ground true and new brushes (14) bedded in and adjusted.

Propeller six small fractures at tip of one blade veed out and welded.

Stern tube bushes relined with lignum vitae and gland repacked.

Main discharge valve spindle renewed.

Evaporators (2) baffle plates renewed.

Boiler feed pumps (2) shafts reconditioned, bearings and thrusts renewed, also all carbon packing.

Main circulating water pump variable starting switch renewed.

55Kw generator commutator skimmed true and brushes refitted.

Salinity indicators (6) reconditioned.

Control contactors and all panels throughout placed in good condition.

Galley stove equipment partly renewed.

Minor repairs carried out to machinery, boilers and electrical equipment.

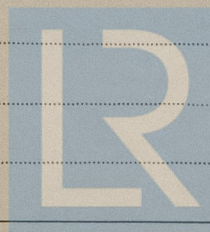
Boilers:- Portside 22 pieces of air heating tubes renewed.

Brickwork both boilers repaired as found necessary. Sootblowers 10 reconditioned.

SRL No.93:- Boiler blow down valve at ships side to be altered to comply with the Rules.

This item was not dealt with at this docking.

W.B. Bloomfield



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