Rpt. 9.

No. 6246

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

(Received at London Office 21 FEB 1947)

Date of writing Report 23 April 19 46 When handed in at Local Office ..... 19 ..... Port of NEW ORLEANS, LOUISIANA

No. in Reg. Book 8506 Survey held at New Orleans, Louisiana Date, First Survey 17 January Last Survey 6 February, 1946 (No. of Visits two)

on the Machinery of the ~~XXXXXXXXXX~~ Steel S. S. "AMERICAN FISHER"

Tonnage { Gross 4779 / Net 2817 }

Nominal Horse Power 538

No. of Main Boilers 2SB

No. of Donkey Boilers 1WTB

Steam Pressure— in Main Boilers 190

in Donkey Boilers -

Vessel built at Quincy, Mass. By whom Fore River S. B. Company When Year. Month. 1912-11

Engines made at " By whom " When 1912

Boilers, when made (Main) 1912 (Donkey) -

Owners First National Oil Corp. Owners' Address - (if not already recorded in Appendix to Register Book.)

Managers - Port New York Voyage -

If Surveyed Afloat & in Dry Dock (State name of Dock.) Dixie Machine Wks. & Todd-Johnson D.D.

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 2,45		✠LMC MS 7,42
ssS.Fo.2nd No.3-		✠NB(WT) 36
8,37		BS 2,45
Examined 2,45		CL 1,43

Carrying petroleum in bulk in all main cargo tanks and in Nos.1 & 2 summer tanks. (P.&S.) only.

Fitted for oil fuel F.P. above 150°F

Particulars of Examination and Repairs (if any) Damage

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 Damage report previously forwarded. (Rpt.No.6246)

Was a damage report made by anyone else? If so, by whom? Underwriters

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " Donkey " - " -

If this was not done, state for what reasons? Not submitted for survey.

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 - Present condition of funnel(s) -

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

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? ....., 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? - ....., and of the Donkey Boilers? -

Has screw 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? LV

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

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? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? No

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done -

Survey on account of damage stated to have been sustained when vessel's stern struck the bank in the Mississippi River on January 16, 1946 after starboard anchor cable carried away.

NOW DONE: Vessel examined afloat and on dry dock and the following found: Four propeller blades bent and fractured, to be renewed. Propeller hub studs to be further examined on removal of blades. Tailshaft to be drawn for examination and tested in lathe for alignment. Inboard and outboard bushings to be rewooded. Thrust and line shaft, couplings to be broken for examination of bolts. Main engine to be completely opened for examination of pistons, rods and bearings, crank shaft to be stripped and lifted for examination.

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 eligible in my opinion to remain as classed subject to permanent repairs being carried out to propeller and tailshaft being drawn for examination as recommended in damage report. Note: Vessel has been sold and is now laid up. No arrangements have been made to carry out repairs.

Survey Fee (per Section 29) £ - : -

Special Damage or Repair Fee (if any) £ - : -
(per Section 29.)

Travelling expenses (if chargeable) £ - : -

Fees applied for - 19 -

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK JAN 29 1947

Committee's Minute

Assigned laid up pending repairs.

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

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

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