

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

(Received at London Office SEP 18 1937)

Date of writing Report Aug. 26th 1937 When handed in at Local Office 1937 Port of San Francisco

No. in Survey held at San Francisco Date, First Survey June 21st Last Survey Aug. 20th 1937

066 on the Machinery of ~~XXXXXX~~ Steel S. S. "AMERICAN FISHER" (No. of Visits 22)

Age { Gross 4779 Vessel built at Quincy, Mass By whom Fore River S. B. Co. When 1912 - 11
Net 2817 Engines made at do By whom do When 1912

ominal { 356 Boilers, when made (Main) 1912 (Donkey) 1936
se Power { 2 Owners Santa Cruz Oil Corp. Owners' Address
of Main Boilers 2 Managers Port San Francisco Voyage --

Donkey Boilers 1 WT If Surveyed Afloat or in Dry Dock Both - General Engin- Particulars of Classification (which must be inserted
Pressure 190 ering & D. D. Co., Oakland, Cal. precisely as in Register Book & Supplements).
Main Boilers 400

Report No. DMG. REPAIRS, B.S. & PART M.S. Port San Francisco

Particulars of Examination and Repairs (if any) DMG. REPAIRS, B.S. & PART M.S.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Age cases where the Surveyor has not made a special damage report he is required to state whether he has accepted his services for this purpose, and why they were declined (Copies attached hereto.)

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

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do Donkey Boilers? Yes

What parts of the Boilers could not be thus thoroughly examined? None

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? None

Latest date of internal examination of each boiler None Present condition of funnel(s) Satisfactory

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190 W.T.B 400 #

Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? None

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

Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? None

Surveyor examine all the mountings of the Main Boilers, Yes, and of the Donkey Boiler? None

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

Shaft now been changed? None If so, state reasons None

Shaft now fitted 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

Date of examination of Screw Shaft None State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. None

Damage stated to have been sustained by explosion and fire, May 24th, 1937. Explosion occurred in Pump-room midship.

Vessel placed on drydock. Fastenings of propeller, stern tube and sea connections examined.

(aft 1/8") Sea Valves and discharge valves opened up overhauled and replaced in good order.

Main engine main journal caps removed and journals and brasses examined. Main thrust opened.

All shoes remetaled and replaced. All holding down bolts tested and hardened up. Couplings between thrust and tail shaft broken and alignment checked. Main and Auxiliary condensers opened, examined and tested. Pumps and pumping arrangements examined.

Ports

Wid ends of port bilge pump in pump-room rebored and new piston and rings complete, installed.

Starboard cargo pump discharge end renewed. Angle patch fitted on pedestal of starboard cargo pump.

(See Page #2)

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.&H.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., E.D., &c.)

Recommend that the machinery of this vessel be retained as now classed with fresh record B.S.8-37

M.S. 8-37 when survey has been completed.

Committee's Minute

Signed As now

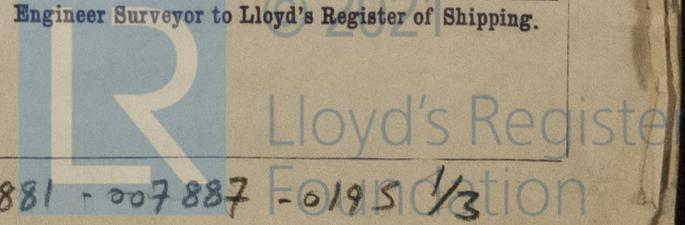
Class held B.S. 8-37

BILL NO.	
Fee (per Section 29)	5496 \$120.
Damage or Repair Fee (if any) (per Section 29)	5497 \$780.
Und. Fee	5474 \$100.
Expenses (if chargeable)	5474 \$4.
Sun. Fee	5497 \$10.

Fees applied for Aug. 16 & 28, 1937
Received by me, J. B. Archbold

J. B. Archbold
Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK SEP 8 - 1937



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

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

ge #2.

S. S. "AMERICAN FISHER"

All pumps tried out under working conditions and found satisfactory.

Electric System E. Room

Generators and engines completely overhauled. All insulation cleaned, tested and refinished insulating varnish. Armatures and commutators and all fittings overhauled and put in order, tested and found in order.

Main engine and Auxiliary pumps overhauled and all put in good order.

Fish Reduction Plant

Port side Tween decks. Two Press motors opened up and gear boxes cleaned overhauled and replaced in good order. Two Fish presses opened up, alignment checked and replaced in good order. Press cake conveyor and motor opened up, alignment checked, cleaned and replaced in good order. Press cake conveyor drive and disintegrator drive, opened up, alignment checked, cleaned, overhauled and replaced. Conveyor to disintegrator removed, faired, screws checked and replaced. Motor for same overhauled and put in order. Lubricating oil pump receiver and motor overhauled and replaced in good order. Dryer feed conveyor opened up faired, screw checked for alignment. Motor and all fittings for same cleaned and adjusted. Dryer fan and motor together with dryer renewed. Housing for dryer faired and necessary parts renewed and insulation renewed. All internal parts of dryer cleaned and tested. All piping and tanks for same tested. Motors and gears for dryer overhauled and put in good order. All snifter valves in dryer tubes, tested. Cross dry meal conveyor and motor and gear overhauled. Housing for discharge dryer removed, faired and replaced. Fore and aft dry meal conveyors opened up, cleaned and alignment checked; two (2) sections of trough renewed, All sections of conveyor screws in way removed and faired as found necessary. All hangers and supports where bent faired. Bearings retalled were found necessary. Sewing machine overhauled. Pumps, blowers and fittings for plant overhauled and all put in good order.

Starboard Fish Plant

Forward Fish pump realigned and fitted with new holding down bolts. Motor and pumps overhauled. After Fish pump and motor removed, checked and replaced on new seating. Two presses and motors and gears opened up, overhauled and replaced. Disintegrator checked and put in true alignment. All connecting motors and pumps examined, overhauled and put in order. All electric light wiring supports, conduits and globes renewed. All electric power lines renewed from Panel board at 750 K. W. generator in engine -room to control board midships. All electric light circuits and fixtures below fish bins in passages, overhauled and renewed were found necessary. All electric wiring for pumps, motors, etc., renewed.

Entire Fish Plant cleaned and washed free of smoke and wiped down and sprayed as directed. Minor repairs effected to presses, pumps and screws.

All electric wiring and fittings renewed as per rule requirements and approved.

Earth lamps fitted to indicate leakage, with fuses and no switches.

Generator tested and certificate hereto attached.

Generator cables are made up of six (6) leads of 600,000 circular mill electric cable.

Distribution Panel is installed in a separate compartment above the pump-room and completely disconnected when vessel is carrying oil in bulk. (SEE PAGE #3)

at unity power factor
 Generator is rated at 750 K. W. at eighty percent power factor ~~and~~ is rated 937½ K.V.A.

All new wiring as fitted is armor covered in conduits and is to rule requirements.

(See attached lists.)

2 Main Scotch Boilers and 1 W. T. Boiler, together with their safety valves and mountings examined internally and externally and tested.

Steam pipes and all fittings tested as per U. S. Inspection rules and proven tight.

Safety valves of Scotch boilers adjusted to 190 lbs.

Safety valves of W. T. Boilers adjusted to 400 lbs.

Damage to W. T. Boiler stated to have been sustained by fire December 1936.

Examined boiler and found preheating tube installation situated in space at top of main tubes in casing at base of funnel had been removed prior to this survey.

Main boiler was found to have sustained no damage. The breeching and uptakes where slightly buckled have been partly faired and put in order.

The removal of the preheating system in no way effects the safe condition of the boiler and Owners have requested that for the time being the repairs to this system be deferred until some future date and in the opinion of the undersigned this is satisfactory.

Electric system repairs to Fish Reduction Plant.

Repairs effected to motors, gear motors and speed reducers.

1 gear motor broken base renewed, dried out and re-insulated.

12 Motors dried out and re-insulated.

4 Motors rewound.

4 speed reducers, oil and salt water removed and gears polished.

Repairs to meters.

Control equipment completely removed for examination.

Breakers and starters partly damaged rebuilt and replated (were approximately 5% damaged.)

All other breakers and starters renewed.

All conduits ducts renewed, and panel boxes repaired.

Renewed all wiring of control equipment and fronts of panel boxes.

(NOTE:- Electric Wiring plans for Fish Reduction Plant now forwarded under separate cover.)



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