

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

(Received at London Office APR 24 1937)

Date of writing Report Mar. 29th 1937 When handed in at Local Office 19 Port of SAN FRANCISCO,

No. in Survey held at Alameda, Cal. Date, First Survey Mar. 18th Last Survey Mar. 24th 1937
 Reg. Book. Supplement 87229 on the Machinery of the XXXXXX Steel S. S. "AMERICAN FISHER"
 (No. of Visits Four)

Tonnage Gross 4759 Vessel built at Quincy, Mass. By whom Fore River S.B.Co. When 1912 - 11
 Net 2984 Engines made at do. By whom do. When 1912

Nominal Horse Power 445 NHP Boilers, when made (Main) 1912 (Donkey) W.T. -- 36
 No. of Main Boilers 3 SB Owners' Address Santa Cruz Oil Co., Ltd. Port SAN FRANCISCO Voyage ---

No. of Donkey Boilers -- Managers --- Particulars of Classification (which must be inserted
 Steam Pressure in Main Boilers 190 lbs. If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.)
 in Donkey Boilers ---

Last Report No. --- Port ---
 Particulars of Examination and Repairs (if any) ALTERATIONS.

(Periodical surveys, when held, must be reported in detail and serially 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 summarized 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

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

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

" " Donkey " " " (Not due for survey.)

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

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? 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?

Has shaft now been changed? 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 Afloat.

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

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

ALTERATIONS TO SUIT THE CARRYING OF PETROLEUM IN BULK, SEALING OF 440 VOLT GENERATOR, CONNECTING STEAM LINE OF THE 400 LB. W.T. N.D.B. WITH MAIN STEAM LINES FROM THE TWO SCOTCH BOILERS.

NOW DONE:-

Spool piece installed, twin sets of safety valves on the steam line of the W.T. N.D.B. adjusted under steam pressure to 190 lbs. per square inch. Held an accumulation test on W.T. Boiler and

two Scotch Boilers at 190 lbs. pressure. Steam seal of the turbine removed, and throttle valve of the 440 volt generator closed and sealed. The control panel and wiring removed from the Upper

section of pump room permanently and will be reinstalled in a suitable position when the Vessel is again altered to operate as a Fish Reduction Plant. (This panel controls the 440 volt installation

which is only in use when the Vessel is operating as a Fish Reduction Plant.)

Reach Rods fitted to the steam and exhaust lines of the bilge pump located in the pump room,

to the main deck; stuffing boxes fitted on deck. (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.A.M.S. 9,11, * L.M.C. 9,11, or

* L.M.C. 140 lb., F.D., &c.)

RECOMMENDED THAT THE MACHINERY of this Vessel be retained as now classed and have notation

in the Register Book as previously recommended B. S. 10,36, * N.D.B. (W.T.) 10,36 400 Lbs.

(Notation in the S.R.L. regarding W.T. Boiler may now be deleted.)

Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) \$40.00 : Mar. 25 1937

Travelling expenses (if chargeable) \$ 2.00 : Received by me,

Wires Cr. \$ 7.50 : 19

Committee's Minute

Assigned As now subject

NEW YORK APR 14 1937

David M. Villar

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Notation in the Register Book of "Fitted for low flash fuel oil 22-2 may now be deleted and notation of "FITTED FOR FUEL OIL FLASH POINT ABOVE 150° F." inserted in the Register Book in place of the present record. The Owners of the Vessel state that the only fuel oil which will be used in the future in this vessel will be above 150° F.

Particulars of Examination and Repairs (if any) ALTERATIONS

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Did the Surveyor personally examine each Main Boiler separately and make a thorough examination at this time?

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Main Pipes of the Main Boiler?

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ALTERATIONS TO SUIT THE CARRYING OF PETROLEUM IN BULK, SEALING OF TWO VOLT GENERATOR LINE OF THE 100 LB. W.T. N.D.S. WITH MAIN STEAM LINES FROM THE TWO SCOTCH

Spool piece installed, twin sets of safety valves on the steam line of the W.T.

under steam pressure to 190 lbs. per square inch. Held an accumulation test on W.T. Boiler and two Scotch Boilers at 190 lbs. pressure. Steam seal of the turbine removed, and throttle valve of the 440 volt generator closed and sealed. The control panel and wiring removed from the upper section of pump room permanently, and will be reinstalled in a suitable position when the vessel is again altered to operate as a Fish Reduction Plant. (This panel controls the 440 volt generator which is only in use when the vessel is operating as a Fish Reduction Plant.)

Reasons fitted to the steam and exhaust lines of the bilge pump located in the pump room to the main deck; stuffing boxes fitted on deck.

General Observations, Opinion, and Recommendation:

RECOMMENDED THAT THE MACHINERY OF THIS VESSEL BE RETAINED AS NOW CLASSIFIED AND OPERATED IN THE REGISTER BOOK AS PREVIOUSLY RECOMMENDED B. S. 10.36, W.D.S. (W.T.)

Noted.
See Secretary's Mr 27437
Subject to the W.T. Boiler not being connected to the main
injury or boiler unit to the
Safety valve arrangements
in the main steam line
have been modified
2/2/37
2/2/37