

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
(No. of Visits Four)

Reg. Book Supplement 87229 on the Machinery of the ~~XXXXXX~~ Steel S. S. "AMERICAN FISHER"

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 446 NHP Boilers, when made (Main) 1912 (Donkey) NDB(WT) - 36

No. of Main Boilers 3 SB Owners Santa Cruz Oil Co., Ltd. Owners' Address _____
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 2 Managers _____ Port SAN FRANCISCO Voyage _____

Steam Pressure in Main Boilers 190 lbs If Surveyed Afloat or in Dry Dock Afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 100 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 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

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.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? _____

If this was not done, state for what reasons? _____ (Not due 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 all the manholes, doors and their fastenings of the Donkey Boiler? _____, and of the Donkey Boiler? _____

Did the Surveyor examine the drain plugs of the Main Boilers? _____, and of the Donkey Boiler? _____

Did the Surveyor examine the drain plugs of the Donkey Boiler? _____, and of the Donkey Boiler? _____

Did the Surveyor examine all the mountings of the Main Boilers? _____

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 _____ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____

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. Is electric light and/or power fitted? _____

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 new 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 Mar. 25 1937

Special Damage or Repair Fee (if any) (per Section 29) \$40.00 : Received by me, _____

Travelling expenses (if chargeable) \$ 2.00 : _____

Wires Cr. Sfo. 7.50 _____

Committee's Minute _____

Assigned As now subject

NEW YORK APR 14 1937

David Millard
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

007881-007887-0208

out condition - W.T. Boilers

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

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

Port of SAN FRANCISCO
 Date, First Survey MET. 18th
 Survey held at Alameda, Cal.

Notation in the Register Book of "Fitted for low flash fuel oil" 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.

TS 01 10 35	88 Bal. No. 3-8, 25	88 Mob. No. 2-24	88 Mob. No. 2-24
BB 10 35			
88 12 35			

Fitted for low flash oil Fuel 2.22.

ALTERATIONS TO SUIT THE CARRYING OF PETROLEUM IN BULK, SEALING OF TWO VOLT GENERATOR STEAM LINE OF THE NO. 1, W.T. S. WITH MAIN STEAM LINES FROM THE TWO BOILER ROOMS.

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 Boiler Boilers at 190 lbs. pressure. Steam seal of the turbines 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 THE VESSEL BE RETAINED AS NOW CLASSIFIED AND RECLASSIFIED IN THE REGISTER BOOK AS PREVIOUSLY RECOMMENDED B. S. 10.35, W.T. S. (W.T. S. Notation in the S.R.L. regarding W.T. Boiler may now be deleted.)

Noted.

See Secretary's file 27437

Subject to the W.T. Boiler not being connected to the main engine or boiler units the safety valve arrangements in the main steam line have been modified.

R.P.A.

1/17/37

