

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

(Received at London Office)

25 NOV 1936

Date of writing Report Oct. 21st, 1936 When handed in at Local Office 19 Port of SAN FRANCISCO,

No. in Reg. Book Suppl. 87229 Survey held at Oakland, Cal. Date, First Survey Aug. 1st Last Survey Oct. 12th 1936
 on the Machinery of the XXXXXXX Steel S. S. "AMERICAN FISHER" (No. of Visits Eight.)
 Tonnage { Gross 44759 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 448 NHP Boilers, when made (Main) 2 Scotch Boilers, 1912. (Donkey) --
 No. of Main Boilers 1 New W.T. Boiler Owners SANTA CRUZ OIL CO. LTD. Owners' Address 311 California St., San Francisco
 No. of Donkey Boilers -- Managers do. Port SAN FRANCISCO Voyage --
 Steam Pressure 190 Lbs. If Surveyed Afloat or in Dry Dock Dock - Moore D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 New W.T.B. 400 Lbs. in Donkey Boilers --

Last Report No. Port CONDITION & B.S.Particulars of Examination and Repairs (if any) & Install. of W.T.B. 100 A 1

(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? Yes.

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 Boilers?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main 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?

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

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.Vessel placed in dry dock, propeller and all fastenings examined and now in order.

The two Scotch boilers together with all mountings and safety valves examined internally and externally. Steam pipes examined and in order. Safety valves adjusted under steam pressure to 190 lbs. per square inch.

The forward Scotch Boiler removed from the Vessel and a new Water Tube Boiler as approved under dates April, 30th, June 5th and July 21st, 1936, now installed. (Full particulars as per attached 1st Entry Report, Cleveland No. 797.)

This Water Tube Boiler assembled at this Port on board the Vessel, after assembly tested by hydrostatic pressure to 750 lbs. and afterwards safety valves were adjusted to a working pressure of 400 lbs. per square inch.

All steam pipes used in connection with this installation have been tested to 1000 lbs. per sq. inch. The progress of work and hydrostatic and steam tests also under supervision of the

General Observations, Opinion, and Recommendation:—

(P.T.O.)

(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.N.C. 9,11, or L.M.C. 140 lb., F.B., &c.)

RECOMMENDED that the machinery of this Vessel be retained as now classed and have notation of Two Scotch Boilers examined 9-36, and One new Water Tube Boiler installed 10-36 for fish reduction plant.

Survey Fee (per Section 29) \$100.00:

Fees applied for

Oct. 20 1936Special Damage or Repair Fee (if any) £ : :Travelling expenses (if chargeable) £ : :

Committee's Minute

Assigned

- 190 lb. □

- 400 lb. □

Acting Surveyor to Lloyd's Register of Shipping.

Received by me,

10/31/36

Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK NOV 10 1936

Lloyd's Register

007881 - 007887 - 0214

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

U. S. Steamboat Inspectors.

N O T E :

The new water tube boiler now installed is for the operation of a steam turbine driven A. C. generator set which in turn operates electrical equipment for a fish reduction plant, working on a pressure of 400 lbs. This fish reduction plant is in operation only while the Vessel is at anchor on the fishing grounds and is entirely separate from the original ship's propulsion and lighting system. Connections between the two Scotch boilers and the water tube boiler were installed for cases of emergency, provided with a twin set of 4" safety valves adjusted to 190 lbs. located in the main steam line.

While the above system has been installed and approved by the local office of the U. S. Steamboat Inspectors, they have however removed a spool piece and blanked the main steam line between the two systems, so that the steam from the newly installed water tube boiler cannot under any circumstances be used for the propulsion of the Vessel. The Vessel is at present operating on a provisional certificate awaiting decision from Washington, D. C., as to whether or not the arrangements as described above in connection with the use of the W. T. boiler and the safety appliances now fitted on the steam lines may be considered sufficient to prevent any excessive pressure on the original installation, provided the steam from this water tube boiler was found to be necessary in case of emergency.

A new independent feed pump and fuel pump was also installed for the W. T. Boiler at this time.

(APPROVED PLANS FORWARDED UNDER SEPARATE COVER.)

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Acting Surveyor to Lloyd's Register of Shipping.

Oct. 20 1936

\$100.00



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Foundation

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