

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

(Received at London Office)

7 OCT 1947

Date of writing Report 16th Sept., 1947 When handed in at Local Office 23rd Sept., 1947 Port of Baltimore, Maryland  
 in Survey held at Baltimore, Maryland Date, First Survey June 29th, Last Survey August 30th, 1947  
 Book on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "OAKLAND" (ex "David F. Barry") (No. of Visits 6)

Gross 7176 Vessel built at Portland, Oregon By whom Oregon Shipbuilding Corporation When 1943 -  
 Net 4380 Engines made at Portland, Oregon By whom Iron Wireman Mfg. Company When 1943  
 Main Power 660 MN Boilers, when made (Main) 1943 (Donkey) -  
 Main Boilers 2 Owners Holman and Vaboen Owners' Address Christensand, Norway  
 Donkey Boilers - Managers Port Oslo Voyage -  
 Pressure - If Surveyed Afloat or in Dry Dock Both  
 Main Boilers 240 lbs. (State name of Dock.) Maryland Drydock Company  
 Donkey Boilers -

Report No. Port

## Particulars of Examination and Repairs (if any)

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

In cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

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

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

" " Donkey " " -

Was not done, state for what reasons? -

What parts of the Boilers could not be thus thoroughly examined? -

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? -

Latest date of internal examination of each boiler Port & Starboard August 27th, 1947 Present condition of funnel(s) Good

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 240 lbs.

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

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? -

Has the Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boilers? -

Has the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the shaft now been changed? No If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Latest date of examination of Screw Shaft June 29th State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

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

Is electric light and/or power fitted? Yes

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

Now done for Docking: Vessel on floating dock, propeller, after end stern and ship's side fastenings. All connections opened up, cleaned, examined, valves ground in, glands repacked, covers rejointed, tail shaft drawn and lined, wear down 5/32"; also propeller replaced and stern gland repacked.

For LMC: Examined main engine in its entirety, including cylinders, valve chests, pistons, valves, rods and crossheads, crosshead and crankpins, bearings and fastenings, crank shaft with thrust and line of shafting, journals, bearings and fastenings; also engine and thrust holding down bolts. All pumps examined throughout their steam and water ends and/or impeller and impeller casings, main and auxiliary condensers examined (Tested). Steering and main engine cylinders, chests and working parts, examined and found in order. Port and Starboard boilers examined internally with their doors and fastenings. Tubes cleaned, internally and externally, examined and sighted. All air connections opened up, cleaned, examined and found or placed in good order. Boilers examined while subject to

## 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.E.M.S. 9,11, \*L.M.C. 9,11, or \*L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel as now seen is in a good and efficient condition and suitable in my opinion to be classed with the Society, with record of tail shaft seen TS (CL) 6-47 and with record of LMC, subject to feed pumps being fitted to port and starboard boilers.

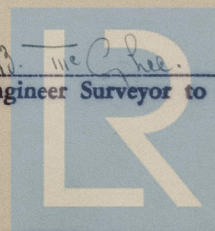
Fee (per Section 29) \$ See First Fees applied for  
 Damage or Repair Fee (if any) \$ Entry 19  
 (per Section 29.) Report  
 Working expenses (if chargeable) \$ Received by me, 19

Committee's Minute

Noted LMC 8.47 subject

T.S. 6.47

Engineer Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register Foundation

009200-009210-0251

009200-009210-0252



9 8258

S.S. "OAKLAND" (ex "David F. Barry")

a hydrostatic test of 375 lbs. per square inch and also under steam working pressure. Safety valves adjusted under steam, steam drum valves at 240 lbs. pressure, superheater valves 230 lbs. pressure.

Electrical Installation: Steam dynamo engines and generators Nos. 1, 2, and 3 examined throughout. Generators cleaned, megger tested along with their cables, circuits and electrical appliances and found in good order.

On completion of examination, main and auxiliary machinery, boilers and electrical installation examined while subject to a four-hour dock test under working conditions and found in good order.

The shaft tunnel of this vessel is fitted with a quick closing door operated from the thrust recess. It has been pointed out to the Owners that to comply with the Rules, this door must be operated from the freeboard deck and arrangements have been made to fit a sliding watertight door operated from the freeboard deck at the earliest opportunity.

4.

# REPORT

Writing Report 16th Se

Survey held

Book

13 on the

at Portland

es made at Port

r made at Sagin

ered Horse Power

Horse Power as per

for which Vessel is

GINES, &c.—De

f Cylinders 24

a shaft, dia. of journa

mediate Shafts, diam

Shafts, diameter

as per

as fit

the Liners, thickness in

er boss Yes

liner does not fit tightly a

liners are fitted, is the s

If so, state

ler, dia 18' 6"

Pumps worked from th

Pumps worked from th

{No. and size Two

s {How driven S

t Pumps, No. and siz

o independent means ar

pumps;—In Engine and

p Room

— 2.3"

Water Circulating Pu

d size 2 - 5"

Bilge Suctions in the M

Sea Connections fitte

y fixed sufficiently high

y each fitted with a Disch

ipes pass through the bu

ipes pass through the de

Pipes, Cocks, Valves, and

angement of Valves and

ment to another Yes

N BOILERS, &c

Boilers are fitted with

d Description of Boil

REPORT ON M

DONKEY BOI

donkey boiler be used f

VS. Are approved p

(If

aters Yes

spare gear required by th

e principal additional spa

The foregoing i

© 2020



Lloyd's Register Foundation