

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

(Received at London Office)

25 FEB 1949

Writing Report Nov. 25th 1948 When handed in at Local Office Nov. 25th 1948 Port of Newport News, Va.
 Survey held at Newport News, Va. Date, First Survey March 4, Last Survey Oct. 29th, 1948
 on the Machinery of the Woodhopper Steel S/S "Oakey L. Alexander" ("Laconia Victory") (No. of Visits 70)
 Gross 7607 Vessel built at Baltimore, Md. By whom Bethlehem Fairfield Ship-When 1945.
 Net 4551 Engines made at Pittsburgh, Pa. By whom Westinghouse Electric & When 1945.
 Boilers, when made (Main) (Donkey)
 Owners Pocahontas Steamship Co. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers - Port Wilmington, Del Voyage -
 Surveyed Afloat & in Dry Dock Yes Particulars of Classification (which must be inserted
 (State name of Dock.) N.N.S. & DD. Co. precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on 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 initials of any letters respecting this case.

cases where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose, and why they were declined No damage.

Special damage report made by anyone else? If so, by whom? No.

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

" Donkey " " "

Not done, state for what reasons? -

Parts of the Boilers could not be thus thoroughly examined? none

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? Hydrostatically tested to 788 Lbs. per sq. inch.

Date of internal examination of each boiler Star. Sept. 24. 48; Port Oct. 7. 48/ Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boiler? New tested To what pressure were they afterwards adjusted under steam? Drum 522 Lbs. Spht. 484 Lbs.

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

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

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

Surveyor examine all the mountings of the Main Boilers? New tested. and of the Donkey Boilers? -

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? No.

Shaft been changed? No. If so, state reasons -

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? -

Examination of Screw Shaft Aug. 18, 48 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

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

Is electric light 500/55 power fitted? Yes.

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

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

If not complete, state what arrangements have been made for its completion and what remains to be done Complete.

At the vessel was on dry dock, the propeller, outer end of stern tube and ships side

mountings examined and found or placed in good order. The tail shaft wear down was taken and

as stated above. The sea valves, inlet and outlet, sea chests and strainers opened up,

and valves ground in, covers rejointed, glands repacked and closed up in good order. The

propeller was removed, examined and dynamically balanced.

for T.S. Tailshaft drawn inboard, cleaned, examined and found good. Shaft replaced,

and up in true alignment, propeller replaced, nut hardened up, locking plate and cone replaced,

glands repacked and closed up in good order.

for LMC:-

Engine:- H.P. & L.P. turbines opened up, rotors lifted, top and bottom casings and blading,

Observations, Opinion, and Recommendation:- The machinery of this vessel is in good, safe,

and 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 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.G.M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

in good order and is eligible in our opinion for the record of LMC. 10.48, T.S. (CL) seen 8.48,

10.48, Notation of "Converted for burning coal with automatic stokers" be made in the

Register Book.

per Section 29) & Conversion \$400.00

Age or Repair Fee (if any) \$: :

(per Section 29.)

Expenses (if chargeable) \$ 25.00

Fees applied for

Jan. 4 1949.

Received by me,

19

(Engineer Surveyor to Lloyd's Register of Shipping.)

NEW YORK FEB 9 1949

Committee's Minute

LMC - 10, 48

B (SPT) 525 lbs.

T. S. 8, 48.

009920-009923-0051 1/4

Lloyd's Register
Foundation

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

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

(Sheet #2)

S/S "OAKLEY L. ALEXANDER"

rotors, blading and rotor shafts, bearings and journals, thrusts, thrust collars and pads, dummies, carbon and labyrinth packing, flexible couplings, throttle valves, control valves, governor gear, reduction gear pinions and gearwheels, bearings and journals, sprayers, turning gear, main thrust, pads, thrust shaft, line shafting and bearings cleaned, examined, adjusted as required and closed up in good order. The alignment of the main turbines in relation to gear cases was checked and necessary adjustments made for correct alignment.

Turbo Generators:- The port and starboard generator turbines opened up, rotors lifted, casings and blading, rotors and blading, shafts, bearings, pinions and gears, packing, couplings, throttle valves, governor gear cleaned, examined and found or placed in good order.

Auxiliaries:- The main and auxiliary condensate pumps, main and auxiliary feed pumps, fire and sanitary pumps, main and auxiliary circulating pumps, main and auxiliary lubricating oil pumps, bilge pump, ballast pumps, general service pump, air compressor, lubricating oil purifiers, fresh water pumps, forced draft fans, ash ejector pumps, main and auxiliary air ejectors, gland steam ejector, steering gear, anchor windlass and after capstan examined and found or placed in good order. The main and auxiliary condensers, air ejector condensers, gland steam leak off condenser, main lubricating oil coolers, generator lubricating oil coolers, feed water heaters opened up, examined, tested and proved tight.

The bilge and ballast systems with their valves and fittings opened up, examined and found in good order. Alterations being carried out as per approved drawing to suit two new ballast pumps installed.

On completion of repairs and alterations all main and auxiliary machinery were seen under working conditions during a dock trial and sea trial and proved in good working order.

DONE FOR B.S: The original port and starboard main boilers were removed from the vessel complete, with mountings, fittings and seatings and disposed of as scrap. New boiler seatings were made and installed as per approved drawings at the same position as original. Two new Babcock & Wilcock watertube boilers complete with superheaters, mountings, fixtures and fittings were erected in position and fitted with automatic spreader type coal stokers as per approved drawings. Both boilers and mountings were examined internally and externally during progress of erection and on completion the boilers were tested hydrostatically to 788 Lbs. per sq. inch and proved tight. Steam was raised and the safety valves adjusted as stated above. The boilers and automatic stokers were seen under working conditions and found in good order. The main and auxiliary steam and feed water pipes were examined and tested to Rule requirements and found good.

Done for Electrical Survey:-

The electrical generators and all motors driving auxiliary machinery, steering gear, windlass and capstan were opened up, cleaned, examined and found or placed in good order. The fittings and fuses on all switchboards examined together with electric wiring throughout the vessel. All generators, motors, cables and electric fittings throughout were megger tested to Rule requirements and found or placed in good order.

H. S. Hagen + J. M. Lins

S/S "OAKLEY L. ALEXANDER"

Done for Machinery Repairs:-

Main engines:- H.P. & L.P. rotors removed to shop, blading dressed up as required, rotors polished in way of journals and carbon packing, carbon packing refitted and rotors balanced. H.P. forward rotor bearing remetalled, machined, rotors replaced and closed up with necessary adjustments being carried out.

Ahead and astern throttle valves machined, ground in, rejointed, repacked and closed up in good order.

H.P. high speed pinion bearing remetalled, machined and adjusted as required.

Several slight burrs on teeth of main reduction pinions and gears removed by stoning.

Turbo-Generators:- Rotors removed to shop, polished in way of carbon packing and journals, carbon packing refitted, rotors balanced and replaced with necessary adjustments. Lubricating oil pumps overhauled and steam control valves machined, ground in, rejointed and repacked.

Condensate Pumps:- Turbine shaft ball races renewed on starboard main condensate pump and new packing fitted.

Feed Pumps:- After turbo feed pump impeller shaft sleeves, turbine shaft carbon packing and coupling renewed. All feed pump glands repacked and liquid piston rings renewed in stand by feed pump.

FIRE Pump:- Liquid end piston rings renewed, suction and discharge valves machined and ground in and all glands repacked.

Sanitary Pump:- Liquid end piston rings renewed and all glands repacked.

Main circulating pump: Impeller shaft sleeves, bearings, restriction rings, renewed and glands repacked.

Auxiliary Circulating Pump:- Impeller shaft and restriction rings renewed and glands repacked.

Steam lubricating Oil pump:- Steam control valve overhauled, suction and discharge valves ground in and glands repacked.

Bilge Pump:- Liquid end cylinders rebored, plungers built up by brazing and machined, piston rings renewed, suction and discharge valves machined and ground in and glands repacked.

General Service Pump:- Liquid end cylinders rebored, plungers built up by brazing and machined, piston rings renewed, suction and discharge valves machined and ground in and glands repacked. Steam control valve overhauled.

Fresh Water Pumps (2): Liquid piston rings and gland packing renewed.

Valves:- All steam and exhaust valves to auxiliaries opened up, ground in, rejointed and repacked. All steam reducing valves overhauled and repaired as required.

Done for Electrical Repairs:- All electric motors and generators opened up, coils tested, brushes renewed, thoroughly overhauled and all placed in good working order.

Alterations and Additions:

The vessel being changed from oil fuel to coal burning, the fuel oil service pumps, transfer pump, heater and all connecting pipes and fittings were removed. All fuel oil heating coils were left in the double bottom tanks and blanked off at watertight

R. S. Haugen & John Kent

(Sheet #4) S/S "OAKLEY ALEXANDER"

bulkheads. Original forced draft fans removed and two new 15 H.P. electric driven fans installed completed with trunking in engine room as per approved drawings, after new boilers were installed. Two 3 unit Hoffman Combustion Engineering Co., spreader type coal stokers complete with feeder units, hoppers, stoker fronts, dampers, motors, and coal conveyor installed as per approved drawings.

Original boiler uptake breeching removed and replaced with new breeching of 5/16" steel plate from boiler outlet to base of funnel, with access doors as per approved drawings and installed all round. The evaporator was removed complete with all fittings and connections blanked off. An hydraulic ash ejector and ash ejector pump complete with pipe and fittings installed as per approved drawings and the pump connected to the original evaporator pump sea suction and blow down ships side valves.

Two steam driven ~~reciprocating~~ ballast pumps installed port side forward of engine room and ballast piping altered to use the double bottom tanks for water ballast.

The pump installation and pipelines being carried out as per approved drawings, Existing tail pipes in tanks being used and fitted with bell mouths.

The diesel emergency generator set was removed from the vessel in its entirety with connections.

The C.O₂ fire extinguishing installation was removed in its entirety and two 50 Lb. extinguishers with 100 ft. hoses retained in the machinery spaces.

The degaussing system removed complete with all fittings and openings in bulkheads and decks blanked by welding insert plates.

A mechanical ventilation system was installed in midship accommodation complete with fans, trunking, filters and fittings as per approved drawings.

Electric wiring in way of structural alterations and machinery spaces removed or re-routed as necessary in accordance with approved drawings and new wiring installed to Rule requirements. Thirteen hatch cover electric winches installed complete with necessary wiring, starters and switches as per approved drawing.

A new spare propeller shaft was made and placed ~~onboard~~ in storage at the N.N.S. & D.D.Co., stamped as follows:-

N.N.S. H.T. 84V-237-A5; Lloyd's Test F-295; Sept. 22-48 J.S.

A steam smothering system was installed in all cargo holds as per approved drawings, tested and proved in good order.

The ships fire main was altered as per approved drawing, tested and proved in good order.

The vessel was dry docked March 3rd, 1948, when the tailshaft was drawn inboard and stern tube blanked off. Vessel refloated March 4th 1948 and work of conversion and repairs carried out. Vessel was again dry docked August 13th, 1948 for examination and replacement of tail shaft and refloated August 23rd, 1948.

On completion of all repairs and alterations, the main and all auxiliary machinery was seen under working conditions during a 4 hour dock trial, and also a sea trial during which everything was found in good working order and to the entire satisfaction of all interested Parties.

H.S. Haugenon v. J. M. Davis



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