

AND BOIL

(Received at London Office

on the Machinery of the ~~Wool, LXXXIX~~ Steel S.S. "SAN EDUARDO"

MACHINERY of the S.S. "SAN EDUARDO".

Boilers. Port & starboard opened, cleaned & examined internally & externally entirely including chocks & ties, manholes & fastenings, superheat headers all mountings. General condition found good & minor repairs consisting of of approximately 12 wasted stays & overhaul of mountings only necessary & this time. Boilers later examined under steam, found satisfactory & safe to pressure stated.

AUXILIARY MACHINERY :-

All auxiliary machinery including steering gear & windlass open & closed in good order after minor repairs & adjustment only as under :-

- Ballast pump - S. & D. valves overhauled, slide valve re-faced & operating gear
- Windlass - Crankshaft pinion renewed. Cylinder block lifted, scaled & re-gypsies & shaft clearance checked.
- Feed pumps (2) - S. & D. valves & seats overhauled. Valve gear re-bushed & crank
- Fan engine - Minor adjustments only.
- G. S. Pump - No repairs.
- Steering engine - Rods & spindles machined & bushed to suit.
- Dynamo engine - Bottom end bolts renewed.
- Circulating pump & impeller - Adjustment only.
- Fire & stand by pump - No repairs.

PUMPING SYSTEM :-

All valves & cocks opened, examined & boxed up in good order. checked & bilges pumped efficiently.

ELECTRICAL INSTALLATION :-

Generators, motors, switchgear, cables & fuses examined. Switch positioned (ss Engine Room platform) on account of oil fuel conversion. Some re-wiring circuits was satisfactorily carried out and an additional circuit run for lighting and Minimum insulation megger reading upon completion in excess of 150,000 ohms.

The main engine, auxiliary machinery, boilers, steering gear, pumping arrangements & electrical installation were examined & tested under normal working being found in all respects efficient.

SCREWSHAFT :-

Not examined at this time. Date of previous examination by a Surveyor Society is 4th September, 1951 the wear down at that time being .037. A survey date recommended for inclusion in the Register Book as per London's letter "TSINAN" Ref. S. 2/11/1951.

OIL FUEL CONVERSION :-

The vessel has at this time been adapted to burn oil fuel, the coal burning equipment however being retained on board and placed in good order.

This conversion consists of an arrangement to carry alternate ballast oil fuel in Nos. 1 - 2 - 3 - 6 - 7 (p. & s.) D.B. tanks together with settling tanks (oil) situated at the after ends of the (p. & s.) wing coal bunkers. All alterations have been out as per approved plan and comply fully with Rule requirements.

Structural alterations to the vessel, diameters of filling and air pipes been reported fully on Rpt. 8 (accompanying).

The oil fuel burning equipment is not of new construction and has been stripped overhauled & tested throughout as also have all relevant pipe lines, valves situated (s.s.) engine room platform.

Particulars of heaters (2).

Moore Scott Iron Works - Builders
11-15-16 No. 5291
San Francisco, U.S.A.

Particulars of fuel pumps (2).

Weirs Nos. 65203 (aft) 65204 (ford).
3½" x 7".

Particulars of fuel transfer pump.

Weirs No. 73776 Manufactured 1924.

The vessel was fitted for Forced Draught prior to conversion & it is confirmed no funnel damper exists.

Extended spindles for remote control are fitted to the unit steam cut off, steam smothering in boiler room & engine room (in way of unit) and to all fuel action valves. Settling tank drain cocks are spring loaded & oily bilges have been arranged to dealt with any leakage.

Drip trays, draining to oily bilges are fitted under furnace mouths, fuel unit & transfer pump, whilst gutterways are fitted adjacent to settling tanks.

Hand lighting equipment supplied for lighting up from cold. All pressure pipes & connections are situated above stokehold and engine room plating and have been tested after erection. Bilges in way of boilers well lighted with all fittings readily accessible.

No lead pipes exist in the pumping system of this vessel and it is confirmed no contamination of boiler feed water is possible through the feed, ballast or large lines.

Steam heating coils fitted throughout and exhaust led to observation tank.

The installation examined upon completion under working conditions and found in all respects satisfactory.

Interim Certificate "B1" issued - Copy attached.

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