

REC'D NEW YORK JUN 27 1952 BC Ship

No. 9673BC

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

(Received at London Office 23 JUL 1952)

Date of writing Report 18th June 19 52 When handed in at Local Office 26/6/ 1952 Port of Baltimore, Maryland

No. in Book Survey held at Baltimore, Maryland Date, First Survey 15th May Last Survey 29th May 19 52 (No. of Visits 8)

on the Machinery of the Wood, Iron or Steel S. S. "PINNACLES"

912. 10641 Gross Vessel built at Portland, Or. By whom Kaiser Co. Inc. When 1944 -  
 Net 6465 Engines made at Lynn, Mass. By whom General Electric Co. When 1944 -  
 Nominal Power 1148 Boilers, when made (Main) 1944 (Donkey) -  
 of Main Boilers 2WTB(Spt) Owners Deep Sea Tankers, Ltd. Owners' Address -  
 (if not already recorded in Appendix to Register Book.)  
 Port Montreal Voyage -  
 of Donkey Boilers -  
 Main Pressure 500 lb. Managers -  
 Main Boilers - If Surveyed Afloat or in Dry Dock Both  
 (State name of Dock.) Bethlehem, Key Highway  
 Donkey Boilers -

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Damage, T.S., Blr.S. and Pt. M.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 repairs 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.

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned or expired	Machinery and Boiler Surveys (including date of N.B., if any)
BS Tanker	5.51	MBS 1.48
ssJck.	1.48	Blr.S. 5.51
A.S.	5.51	TS(CL) 5.51
Oils - F.P. below 150° F.		

Where 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.

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

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

Was this not done, state for what reasons? Donkey

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?

What is the latest date of internal examination of each boiler? Both 23rd May 1952 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Drums 475 lbs. Spt 460 lbs.

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? Yes, and of the Donkey Boilers?

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

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

Has 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 shaft now been changed? no If so, state reasons. Is 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? .070"

What is the date of examination of Screw Shaft? 16th May State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft rewooded

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes

Did you, so, did 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 complete, state what arrangements have been made for its completion and what remains to be done. Complete

With vessel on drydock, propeller, stern bearing and outside fastenings examined, found or placed in good order.

Tailshaft drawn, examined and found in good condition, stern tube bush and wood renewed, on account of bush being slack in tube, after re boring stern tube. Sea valves opened, cleaned, examined, found or placed in good condition.

Damage:- Damage stated to have been sustained through encountering heavy weather on 17th, 18th and 19th February, 1952 on a voyage from Gordon to Portland.

Damage Repairs:- Tailshaft drawn on account of slack bush and broken securing screws in stern tube. Water cut in to be built up by electric welding. Stern tube re bored. After bush with lignum vitae lining renewed. Tailshaft and propeller reinstalled.

M.B.S. Machinery Survey (Completion):- Previously done- Bal. Rpt. No. 9357 (5.51) Examined, main turbine bearings and thrust, main motor forward and after bearings, main thrust, intermediate shafting and bearing, main circ. pump, PTO

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.&M.S. 9.11, \*L.M.C. 9.11, or \*LMC 140 lb., F.D., &c.) CS 3,34

The machinery of this vessel is now in good and safe working condition and eligible in our opinion to remain as

classified and it is recommended that the records of MBS 5.52 and Tailshaft Seen (CL) 5.52 be made in the Register Book.

Survey Fee (per Section 29) TS, Blr. MSpt. \$480.00 :  
 Special Damage or Repair Fee (if any) \$150.00 :  
 (per Section 29.)  
 Travelling expenses (if chargeable) \$ 8.00 :

Fees applied for 26/6/19 52  
 Received by me, 19

*A. J. Pinnacles*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK JUL 9 1952  
 Assigned MBS 5.52 Blr.S. 5.52 T.S. 5.52 map. 5.52  
 5.51

Lloyd's Register Foundation  
 013033-013041-0130

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

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

2 feed pumps, main condenser examined and tested.

Now done:- Main turbine casing, rotor blading and bearings, with main generator bearings.

Both dynamo turbines, gearing and bearings, 1 feed pump, lub oil, condensate, pumps,

Auxiliary circulating, fire and general service, bilge, fuel oil service and transfer pumps and pumping arrangements examined. Main and auxiliary condenser examined and tested. Steam pipes tested to 1000 lbs. p.s.i. Steering gear pumps and windlass engine examined. Electrical generators, motors and circuits examined and meggered, coolers cleaned, examined, tested and coated. Main switchboard and controls examined, found or placed in good order. The machinery afterwards examined under working conditions, overspeed, no-volt, low lub. oil pressure, automatic controls and synchronizing device tested and found in order.

Main Boilers:- The two main water tube boilers examined throughout with their superheaters and principal mountings, found or placed in good order. The boilers afterwards examined under steam, the safety valves adjusted to 475 lbs. on the drums and 460 lbs. on the superheaters as requested. The oil burning installation examined under working conditions and found in order; The oil pressure pipes tight and remote controls operable. The fire fighting apparatus examined and found in order.

Repairs due to Wear and Tear:- Main turbine rotor bearings renewed. Port main condensate pump bearings renewed. Port boiler furnace refractory renewed, several tubes expanded. Starboard boiler 6 - 2" generating tubes renewed, several tubes expanded. A number of minor repairs effected.



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