

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

(Received at London Office)

Date of writing Report 10th Aug. 1943 When handed in at Local Office 10th Aug. 1943 Port of Baltimore, Maryland  
No. in Survey held at Baltimore, Maryland Date, First Survey June 30th, Last Survey May 18th 1943  
Reg. Book 79812 on the Machinery of the Wood-Inner Steel S.S. "SWEEP" (Ex "OLEAN") (No. of Visits 69)

Gross 7223 Vessel built at Philadelphia By whom W. Cramp & Sons, S. & E.B. Co. When 1919  
Net 5184 Engines made at Hamilton, Ohio By whom Hooven Owen Rentschler When 1919  
Nominal Horse Power 350 Boilers, when made (Main) 1941 - 12 (Donkey) -  
No. of Main Boilers 2 WT. Owners War Shipping Administration Owners' Address -  
No. of Donkey Boilers - Managers Bernuth Lambke Port New York Voyage -  
Steam Pressure 220 lb. If Surveyed Afloat in Dry Dock Bethlehem Steel Co.,  
in Main Boilers - (State name of Dock.) Key Highway, Baltimore, Md.  
in Donkey Boilers -

Last Report No. Port

## Particulars of Examination and Repairs (if any) Damage

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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 Not Required

as 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

" " Donkey " " " "

this was not done, state for what reasons?

did what parts of the Boilers could not be thus thoroughly examined?

to 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?

the latest date of internal examination of each boiler March 22nd, 1943

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? 220 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?

and of the Donkey Boilers?

did the Surveyor examine all the mountings of the Main Boilers? Yes

and of the Donkey Boilers?

screw shaft now been drawn and examined?

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?

shaft now been changed? Yes If so, state reasons Original shaft destroyed, new shaft fitted.

the shaft now fitted been previously used? No

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? No

the date of examination of Screw Shaft Mar. 26th, State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft close

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

Is electric light and/or power fitted? Yes

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

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

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

the vessel examined on drydock and afloat on account of damage stated to have been sustained by enemy action on

on 16th, 1942 off Cape Henry, Virginia, U.S.A.

and:- The main engines completely demolished by explosion, the tailshaft fractured at the forward end of the cone, the propeller missing, the electric light engines, generators and switchboard demolished, the auxiliary machinery with the exception of fuel oil pumps and heaters, feed water heater, fuel oil transfer pump, fire and bilge pump and the main and auxiliary condensers demolished and the three main boilers dislodged from foundations and damaged.

for repairs:- All main and auxiliary machinery and the main boilers completely removed from the vessel. The fuel oil pumps, heaters, feed water heater, fuel oil transfer pump, fire and bilge pump and the main and auxiliary condensers examined throughout, completely reconditioned and the fuel oil heaters, feed water heater (P.T.O.)

## 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 is now in good and efficient condition and is eligible in my opinion to be classed in this Society and have the notations L.M.C. 5,43, NE '19 refitted 5,43, NB (WT) '41 fitted 5,43, Fitted for oil 15,43 F.P. above 150° F. and a record of tailshaft (CL) new 3,43, subject to the H.P. crankshaft journals and webs to the L.P. cylinder being specially examined within twelve months, i.e. before the end of May 1944.

Fee (per Section 29) £ : - : Fees applied for

Damage or Repair Fee (if any) £ : - : 19

(per Section 29.)

Hing expenses (if chargeable) £ : - : 19

Committee's Minute NEW YORK AUG 25 1943

Signed NE 19 refitted 5,43, NB made 41 fitted 5,43

Limit. L.M.C. 5,43 subject T.S.N. 3,43

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W346-0097



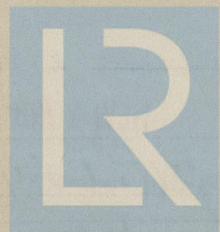
and the main and auxiliary condensers tested to Rule requirements and all refitted on board as part of the new installation. Two new Foster Wheeler Water Tube boilers supplied and fitted as per Rpt. 5 c and examined throughout during installation and under full working conditions. A reciprocating, triple expansion engine 24 1/2" x 41 1/2" x 68" x 48" stroke, built by Hooten, Owen, Rentschler Co., Hamilton, Ohio, U.S.A. in 1919, and stated to have been previously unused now installed, the installation carefully carried out, all parts thoroughly examined, alignments checked and machining and refitting carried out as necessary during erection on board. The H. P. cylinder now fitted to this engine is new (Marks LLOYDS TEST 300 lbs. 11-3-42 GD), the I.P. cylinder is stated to have been removed from S.S. "PADEREWSKI", 4426 gross tons of Gdynia, now repaired by the brazing of fractured bolt hole in the lower flange of valve chest. The L.P. cylinder is stated to have been removed from S.S. "PAN GULF", 5599 gross tons of Wilmington, Del. and has been repaired by the brazing of fractures and fitting of liner as per the attached sketch. After installation on board this cylinder was bored in place to a finished diameter of 68" and tested to a hydrostatic pressure of 30 lbs. per square inch and found satisfactory. The main engine crankshaft now fitted is apparently from S.S. "PAN GULF", rebuilt in January 1941 under the supervision of the American Bureau of Shipping (please see attached Rpt. 10). The recommendations contained in these reports have been carefully carried out and, in addition, all crankshaft journals machined true, all main bearings remetalled, bored in place to new crankshaft diameter, the shaft carefully bedded in and the alignment and web gap readings checked and found good. Upon completion of machinery trials the repairs to the L.P. and I.P. cylinders and the main engine crankshaft journals, crankpins and webs were examined and it is considered that these items are satisfactory for the present.

The original spare tailshaft removed from the vessel, examined, tested in lathe, found in order and replaced on board as spare. A new tailshaft having a continuous liner for the full length of the stern tube, made and fitted (Marks LLOYDS 3791 J.V.C.M. Nov. 30 - 42) (now added Jan. 6 - 43 RL). To retain the original length of the tailshaft with new engine an intermediate shaft with pedestal bearing fitted between thrust and tailshaft.

Electrical:- Three new electric light engines and generators with new switchboard and circuits installed as per Rpt. 13. All original circuits examined and megger tested throughout and all placed in good condition. Vessel fitted with DeGaussing and all tested out upon completion.

S. R. List:- Forward crankweb of H.P. engine to be examined specially by 9,42 (6 mos. limit)

Done:- This crankshaft now destroyed. The item may now be deleted.



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