

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

(Received at London Office. 30 DEC 1944)

Date of writing Report 19 When handed in at Local Office 19 Port of LOS ANGELES HARBOR, CALIF.
No. in Survey held at LOS ANGELES HARBOR, CALIF. Date, First Survey Sept. 27 Last Survey Nov. 10 1944
Reg. Book 69377 on the Machinery of the ~~Wood Iron~~ Steel S.S. "AMERICAN ARROW" (No. of Visits 14)
Gross 8327 Vessel built at Quincy, Mass. By whom Bethlehem S.B. Corp. Ltd. When 1920 11
Net 5176 Engines made at By whom " " " " When 1920
Nominal 636 Boilers, when made (Main) 1920 (Donkey) ---
Horse Power Owners U.S. Maritime Commission Owners' Address Washington D.C.
(if not already recorded in Appendix to Register Book.)
No. of Main Boilers 3SB Managers Los Angeles Tankers Corp. Inc. Port New York Voyage ---
No. of Donkey Boilers ---
Steam Pressure 220# If Surveyed Afloat or in Dry Dock Both - Todd Shipyards Particulars of Classification (which must be inserted
in Main Boilers --- (State name of Dock.) Corp. precisely as in Register Book & Supplements).
in Donkey Boilers ---

Last Report No. Port Docking, B.S.
Particulars of Examination and Repairs (if any) part M.S. Gen. Ex.

(Periodical Surveys, when held, must be reported in detail and serially 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.)

In 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.

Was 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 " " "

If this was not done, state for what reasons?

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

Also 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?

State latest date of internal examination of each boiler. October 27, 1944

Present condition of funnel(s) Satisfactory

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? ---

Has screw shaft now been drawn and examined? No 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? ---

Has shaft now been changed? --- If so, state reasons.

Has 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? ---

State date of examination of Screw Shaft. --- State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 1/8"

Is electric light and/or power fitted? ---

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

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

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

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

NOW DONE:- Vessel placed on dry dock, the propeller, fastenings of the stern tube and sea connections, examined and found in order. All sea valve strainers removed, and stools cleaned and coated.

B.S. The three Scotch Marine Main Boilers examined internally and externally, together with doors, safety valves and mountings. Steam pipes and fittings examined. Safety valves adjusted as above. Oil fuel burning installation examined as per Rule Requirements.

M.S.:- Examined all Main Engine crank shaft journals and bearings. H.P. crank pin, bottom end brasses and bolts. H.P. crosshead pins, brasses, guides and guide shoes. H.P. valve gear, eccentrics and sheaves. Main and Auxiliary Condensers, examined and tested. Inboard main feed pump. Steam and water ends complete. Starboard side donkey bilge and general service pump, steam and water ends complete. All Electrical Circuits throughout the vessel were Megger Tested as per Rule Requirements, and all were found or placed in good order.

General examination was made of the remaining parts of Main Engines, Electrical and Auxiliary Machinery and Engineer reports show various parts opened up during past year for inspection and overhaul. P.T.O.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel, so far as seen, is in good and safe working condition, and eligible in my opinion to remain in service for a period of 12 months, and to have fresh record of B.S. 10-44 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.)

Donkey Boiler not to be used.

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

W 997 - 0190

If so, to be sent to

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Dock trial was held and main and auxiliary machinery examined under working conditions and found satisfactory.

REPAIRS:- H.P. section of crank shaft journals trued up in lathe and Nos.1 & 2 main bearings remetalled. H.P. ahead and astern eccentric straps remetalled. Inboard main feed pump water end liner rebored and plunger bucket built up and remachined to suit new bore. All leaky and plugged tubes in main and auxiliary condensers now renewed. All deteriorated rose boxes on bilge lines, now renewed.

J.F.R.



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