

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 5 MAY 1947

of writing Report 1st April, 1947 When handed in at Local Office 1st April, 1947 Port of Galveston, Texas
 in Survey held at Galveston, Texas Date, First Survey 19th February Last Survey 7th March, 1947
 Book on the S/S "JOHN JACOB ASTOR" (Number of Visits 9)
 Tons {Gross 7176 Net 4380
 at Portland, Ore. By whom built Oregon S. B. Corp. Yard No. When built 1943
 Lines made at Portland, Ore. By whom made Iron Fireman Mfg. Co. Engine No. 170 When made 1943
 Boilers made at Saginaw, Mich. By whom made The Wickes Boiler Co. Boiler No. 34 & 35 When made 1943
 Registered Horse Power 2500 Owners Scindia Steam Navigation Co. Port belonging to Bombay
 Indicated Horse Power as per Rule 634.8 668 MN Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Cargo for which Vessel is intended Dry and perishable cargoes

ENGINES, &c.—Description of Engines Triple Expansion
 of Cylinders 24½", 37", 70" Length of Stroke 48" No. of Cylinders Three Revs. per minute 76
 No. of Cranks Three
 Crank shaft, dia. of journals as per Rule 14.28" Crank pin dia. 14.25" Crank webs Mid. length breadth 30" Thickness parallel to axis 7.125"
 as fitted 14.25" Mid. length thickness 9" shrunk Thickness around eye-hole 7.125"
 Intermediate Shafts, diameter as per Rule 13.6 Thrust shaft, diameter at collars as per Rule 14.25
 as fitted 13.5 as fitted 14.25
 Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 15.00
 as fitted - as fitted 15.25 Is the screw shaft fitted with a continuous liner Yes
 Liners, thickness in way of bushes as per Rule .757 Thickness between bushes as per Rule .567
 as fitted .7812 as fitted .718 Is the after end of the liner made watertight in the stern boss Yes
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner -
 If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive -
 Liners are fitted, is the shaft lapped or protected between the liners - Is an approved Oil Gland or other appliance fitted at the after end of the tube No
 If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 5 feet
 Propeller, dia 18' 6" Pitch 16' No. of Blades Four Material Bronze whether Moveable No Total Developed Surface 117 sq. ft.
 Pumps worked from the Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work -
 Pumps worked from the Main Engines, No. Two Diameter 4.5 Stroke 26" Can one be overhauled while the other is at work Yes
 (No. and size Two (12 x 8 x 24) Simplex Pumps connected to the Main Bilge Line (No. and size Two (10 x 11 x 12 Duplex)
 How driven Steam How driven Steam
 Lubricating Oil Pumps, including Spare Pump, No. and size -
 Independent means arranged for circulating water through the Oil Cooler - Suctions, connected to both Main Bilge Pumps and Auxiliary
 pumps;—In Engine and Boiler Room 2-2½", 2-3", 2-5" in E. R.; 2-3" in B.R.
 In Holds, &c. Two 3" No. 1 hold, Two 3" No. 2 hold, Two 3" No. 3
 Two 3" No. 4 Hold, Two 3" No. 5 hold.

Water Circulating Pump Direct Bilge Suctions, No. and size One 10" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 size 2-5" diameter Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes (Strainers in bilge wells)
 Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
 Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Valves
 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line Below
 each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate No
 Pipes pass through the bunkers None How are they protected -
 Pipes pass through the deep tanks None Have they been tested as per Rule -
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 Arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one
 compartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Thrust recess

BOILERS, &c.— (Letter for record -) Total Heating Surface of Boilers 9704 sq. ft. + 529 sq. ft. = 10,233
 Boilers are fitted with Forced Draft P & S Which Boilers are fitted with Superheaters P & S
 Description of Boilers Two Water Tube B. & W. Type Working Pressure 250 lbs. (Spl - 230 lb)

REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 DONKEY BOILER FITTED? No If so, is a report now forwarded? -
 Is a donkey boiler be used for domestic purposes only -
 Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)
 General Pumping Arrangements --- Oil fuel Burning Piping Arrangements ---

SPARE GEAR.
 Spare gear required by the Rules been supplied Yes
 Principal additional spare gear supplied None

This is a typical First Entry Report.
 Any alterations found should be duly reported.

The foregoing is a correct description

Manufacturer.



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Dates of Survey while building
During progress of work in shops --
During erection on board vessel --
Total No. of visits

Dates of Examination of principal parts — Cylinders 25th Feb., 1947 Slides 25th Feb., 1947 Covers 25th Feb., 1947
Pistons 25th February, 1947 Piston Rods 25th February, 1947 Connecting rods 25th February, 1947
Crank shaft 25th February, 1947 Thrust shaft 25th February, 1947 Intermediate shafts 25th February, 1947
Tube shaft - Screw shaft 19th February, 1947 Propeller 19th February, 1947
Stern tube 19th February, 1947 Engine and boiler seatings - Engines holding down bolts 25th February, 1947
Examination of Completion of fitting sea connections 19th February, 1947 examined
Completion of pumping arrangements - Boilers fixed 21st Feb., 1947 Engines tried under steam 6th March, 1947

Main boiler safety valves adjusted 5th March, 1947 Thickness of adjusting washers -
Crank shaft material - Identification Mark - Thrust shaft material - Identification Mark
Intermediate shafts, material Identification Marks - Tube shaft, material - Identification Mark
Screw shaft, material - Identification Mark - Steam Pipes, material Steel Test pressure - Date of Test -
Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes
Have the requirements of the Rules for the use of oil as fuel been complied with Yes
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with
Is this machinery duplicate of a previous case Yes If so, state name of vessel "Liberty" EC2-S-C1

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been built installed under the supervision of the American Bureau of Shipping, and, as far as now seen, appears to be of good and sound construction and carefully installed. On completion of Survey, the two boilers, the main and auxiliary machinery and the electrical installation have been examined under working conditions and found satisfactory. Feed water regulators in accordance with Section 34 Clause 6, Page 121 of the Rules, have now been fitted.

It is the opinion of the undersigned that the machinery of this vessel is suitable to be classed with this Society with records of LMC 3,47 and TS (CL) seen 2,47.

The shaft tunnel of this vessel is fitted with a quick closing watertight door operated from the thrust recess. It has been pointed out to the Owners that to comply with the Rules, this door must be operable from the freeboard deck and arrangements have been made to fit a sliding W. T. door operated from the freeboard deck at the earliest opportunity.

See hull enclosures

Certificate to be sent to
The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... \$ \$300.00 : When applied for,
Special ... \$: : 27/3/ 1947
Donkey Boiler Fee ... \$: :
Travelling Expenses (if any) \$: : 19

James Lunday
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute
Assigned LMC-3,47
NEW YORK APR 16 1947

