

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 20 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

ines made at Portland, Ore. By whom made Iron Fireman Mfg. Co. Engine No. 170 When made 1943

ers made at Saginaw, Mich. By whom made The Wickes Boiler Co. Boiler No. 34 & 35 When made 1943

istered Horse Power 2500 Owners Scindia Steam Navigation Co. Port belonging to Bombay

n. Horse Power as per Rule 634.8 668 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

le for which Vessel is intended Dry and perishable cargoes

GINES, &c.—Description of Engines Triple Expansion Revs. per minute 76

of Cylinders 24½", 37", 70" Length of Stroke 48" No. of Cylinders Three No. of Cranks Three

ck 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" Thickness around eye-hole 7.125

mediate 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 brake shaft fitted with a continuous liner Yes

ze 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 Yes

er boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

ller, 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 (No. and size Two (10 x 11 x 12) Duplex)

s (How driven Steam Main Bilge Line (How driven Steam

t Pumps, No. and size One (10 x 11 x 12) Duplex) Lubricating Oil Pumps, including Spare Pump, No. and size

o independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

umps;—In Engine and Boiler Room 2-2½", 2-3", 2-5" in E. R.; 2-3" in B.R.

p Room 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

pes pass through the bunkers None How are they protected

pes 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

angement 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

ment 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. = 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. (Gpl-230-lb)

REPORT ON MAIN BOILERS NOW FORWARDED? Yes

DONKEY BOILER FITTED? No If so, is a report now forwarded?

donkey boiler be used for domestic purposes only

S. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Donkey Boilers

(If not state date of approval)

ers Yes General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

are 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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Lloyd's Register Foundation

003541-003548-0143

4/4825

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 endorsement

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 ... \$: : When received,

Travelling Expenses (if any) \$: : 19

James L. ...
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

Assigned LMC-3,47

NEW YORK APR 16 1947