

REPORT ON MACHINERY

REC'D NEW YORK April 29 1921

NEW YORK

APR - 9 1921

No. 34

WED 27 APR. 1921

Date of writing Report 19th April 1921 When handed in at Local Office 22nd April 1921

Port of

Received at London Office

No. in Survey held at Hamilton Ohio

Date, First Survey 7th AprilLast Survey 14th April 1921

Reg. Book.

(Number of Visits 2)

on the ENGN^o 4528. Single Screw Ferro Concrete's Steamers MOFFITTTons { Gross 6144
Net 3696

Master Built at Jacksonville By whom built A. Bentley & Sons Co

When built 1921-3.

Engines made at Hamilton Ohio By whom made Horron Owens & Kentschler Co when made 1919.

Boilers made at Erie, Pa. By whom made Union Iron Works. when made 1919.

Registered Horse Power Owners Emergency Fleet Corporation Port belonging to Jacksonville, Fla

Nom. Horse Power as per Section 28 609. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Triple Expansion (Vertical) No. of Cylinders 3 No. of Cranks 3

Dia. of Cylinders 24½"-41½"-72" Length of Stroke 48" Revs. per minute 88. Dia. of Screw shaft as per rule 14.29 as fitted 15¼" Material of screw shaft Steel

Is the screw shaft fitted with a continuous liner the whole length of the stern tube (2 bearing & 2 rollers) the after end of the liner made water tight in the propeller boss Yes. If the liner is in more than one length are the joints burned one joint 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 ✓ If two

liners are fitted, is the shaft lapped or protected between the liners ✓ Length of stern bush 69½" per plan

Dia. of Tunnel shaft as per rule 13.1 as fitted 13¾" Dia. of Crank shaft journals as per rule 13.75 as fitted 14" Dia. of Crank pin 14¾" Size of Crank webs 9½" Dia. of thrust shaft under collars 14" Dia. of screw 16-9" Pitch of Screw 16-9" No. of Blades 4 State whether moveable Yes. Total surface 79.56 Sqft

No. of Feed pumps 2 Diameter of ditto 18" x 8" Stroke 18" Can one be overhauled while the other is at work Yes.

No. of Bilge pumps 2 Diameter of ditto 3" x 3¼" Stroke 21" Can one be overhauled while the other is at work Yes.

No. of Donkey Engines 2 Sizes of Pumps 12" x 1½" x 18" No. and size of Suctions connected to both Bilge and Donkey pumps

In Engine Room 4 @ 3' In Holds, &c. 2-3' in each pump room; 2-3' in after dam.

- 3' in fore hold; 1-3' in aft hold; 1-3' in fore peak; 1-3' in aft peak.

No. of Bilge Injections 1 sizes 10" Connected to condenser, or to circulating pump Yes. Is a separate Donkey Suction fitted in Engine room & size ✓ ?

Are all the bilge suction pipes fitted with roses Yes Are the roses in Engine room always accessible Yes Are the sluices on Engine room bulkheads always accessible

Are all connections with the sea direct on the skin of the ship Yes Are they Valves or Cocks valves.

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Discharge Pipes above or below the deep water line above

Are they 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

What pipes are carried through the bunkers ✓ How are they protected ✓

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes.

Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges Yes.

Is the Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door No door worked from

BOILERS, &c.—(Letter for record) Manufacturers of Steel

Total Heating Surface of Boilers Is Forced Draft fitted No. and Description of Boilers

Working Pressure 200# Tested by hydraulic pressure to Date of test No. of Certificate

Can each boiler be worked separately Area of fire grate in each boiler No. and Description of Safety Valves to

each boiler Area of each valve Pressure to which they are adjusted Are they fitted with easing gear

Smallest distance between boilers or uptakes and bunkers or woodwork Mean dia. of boilers Length Material of shell plates

Thickness Range of tensile strength Are the shell plates welded or flanged Descrip. of riveting: cir. seams

long. seams Diameter of rivet holes in long. seams Pitch of rivets Lap of plates or width of butt straps

Per centages of strength of longitudinal joint rivets Working pressure of shell by rules Size of manhole in shell

Size of compensating ring No. and Description of Furnaces in each boiler Material Outside diameter

Length of plain part top Thickness of plates crown Description of longitudinal joint No. of strengthening rings

Working pressure of furnace by the rules Combustion chamber plates: Material Thickness: Sides Back Top Bottom

Pitch of stays to ditto: Sides Back Top If stays are fitted with nuts or riveted heads Working pressure by rules

Material of stays Area at smallest part Area supported by each stay Working pressure by rules End plates in steam space:

Material Thickness Pitch of stays How are stays secured Working pressure by rules Material of stays

Area at smallest part Area supported by each stay Working pressure by rules Material of Front plates at bottom

Thickness Material of Lower back plate Thickness Greatest pitch of stays Working pressure of plate by rules

Diameter of tubes Pitch of tubes Material of tube plates Thickness: Front Back Mean pitch of stays

Pitch across wide water spaces Working pressures by rules Girders to Chamber tops: Material Depth and

thickness of girder at centre Length as per rule Distance apart Number and pitch of stays in each

Working pressure by rules Steam dome: description of joint to shell % of strength of joint

Diameter Thickness of shell plates Material Description of longitudinal joint Diam. of rivet holes

Pitch of rivets Working pressure of shell by rules Crown plates Thickness How staged

SUPERHEATER. Type Date of Approval of Plan Tested by Hydraulic Pressure to

Date of Test Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler

Diameter of Safety Valve Pressure to which each is adjusted Is Easing Gear fitted

IS A DONKEY BOILER FITTED?

No.

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:—Two top & bottom end bolts & nuts. Two main bearing bolts & nuts. Set of coupling bolts & nuts. One crank pin bearing. A pair of top end braces. H.P. Valve spindle. 2 H.P. 2 I.P. & 1 L.P. piston rings. 2 H.P. piston valve rings. Set of valves & guards & studs for air & bilge pumps.

The foregoing is a correct description,

for engine only.

THE HOOVEN & WENZ, REITSCHLER CO.

559 Heile, Asst. Chief Engr.

Manufacturer.

Dates of Survey while building { During progress of work in shops -- April 7th & 14th 1919.
During erection on board vessel -- Oct. 21. 28. 29. 30. Nov. 5. 11. 12. 28. Dec. 7. 15. 22. 29. 31. 1921 Jan. 3. 11. 16. 19. 23. 26. 28. Feb. 7. 5. 8. 11. 14. 18. 21. 23.
Total No. of visits 48.

Is the approved plan of main boiler forwarded herewith No.

" " " donkey " " "

Dates of Examination of principal parts—Cylinders 7-4-19 Slides 7-4-19 Covers 14-4-19 Pistons 14/4/19 Rods 7-4-19.

Connecting rods 14-4-19 Crank shaft 7-4-19 Thrust shaft 14/4/19 Tunnel shafts 11th Nov. 1920 Screw shaft 19th Feb. 1921 Propeller 6 Aug 1920

Stern tube 17th Dec. 19. Steam pipes tested 28 Feb. 1921. Engine and boiler seatings 11 Apr. 19 Engines holding down bolts 11th Nov. 19.

Completion of pumping arrangements Dec. 1920 Boilers fixed Dec. 1920 Engines tried under steam 17th March 1921

Completion of fitting sea connections 13th Jan 1920. Stern tube 17th Dec. 19. Screw shaft and propeller 29th Dec. 1920

Main boiler safety valves adjusted 28th Mar. 1921 Thickness of adjusting washers

Material of Crank shaft Steel Identification Mark on Do. Material of Thrust shaft Steel Identification Mark on Do.

Material of Tunnel shafts Steel Identification Marks on Do. Material of Screw shafts Steel Identification Marks on Do.

Material of Steam Pipes Steel Test pressure 675 lbs.

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 Section 49 of the Rules been complied with Yes.

Is this machinery duplicate of a previous case No 4516 If so, state name of vessel "DINSMORE"

General Remarks (State quality of workmanship, opinions as to class, &c.)

The above Engines have been constructed under Special Survey, also under the supervision of the American Bureau Surveyors.

The materials & workmanship employed in their manufacture so far as can be seen are sound & good.

When the Engines have been satisfactorily installed in vessel and proving satisfactory under working conditions & spare gear supplied as required by the rules. The vessel in which they are fitted will in my opinion be eligible for record of F.I.M.C. (with date).

Shipped to Jacksonville Ship Outfitting Co Jacksonville

The above machinery has been satisfactorily installed on completion was tried under working conditions & found satisfactory

The amount of Entry Fee \$15.00

Special \$252.25

Donkey Boiler Fee \$

Travelling Expenses (if any) \$15.25

When applied for,

3 Dec. 1921

When received,

5. 7. 1921

J. Robinson & Hugh Boyle.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York APR 12 1921

Assigned

+ L.M.C. 321 Subject

FRI. 16 SEP. 1921

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