

# REPORT ON MACHINERY.

No. 2898

May 8<sup>th</sup> 1919.

Received at London Office

Date of writing Report Sept 18 1918 When handed in at Local Office

Port of SAN FRANCISCO

M. John's NFL

No. in Survey held at Reg. Book.

AKLAND, CAL.

Harbor Grace NFL

Date, First Survey May 16th

Last Survey July 31st

1918

on the

Ensign No. 224

Wood Aux. Sch. Jago

(Number of Visits 7)

Tons

Gross 587

Net

When built 1919

Master P. A. Bell

Built at Harbor Grace NFL

By whom built Wm. B. C. Ltd.

Engines made at

Oakland, Cal.

By whom made

Skandia Pacific Oil Engine Co

when made

1918

Boilers made at

By whom made

when made

Registered Horse Power 120

Owners

J. O. Williams & Co.

Port belonging to

M. John's NFL

Nom. Horse Power as per Section 28

34

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

## ENGINES, &c.

Description of Engines Crude Oil Engine 2 stroke cycle

No. of Cylinders 2

No. of Cranks 2

Dia. of Cylinders

14 3/16"

Length of Stroke

15 3/4"

Revs. per minute 300

Dia. of Screw shaft

as per rule 6"

Material of screw shaft

Steel

Is the screw shaft fitted with a continuous liner the whole length of the stern tube

No

Is 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

No

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

Shaft painted

Length of stern bush

20.25

Dia. of Tunnel shaft

as per rule 5.87

Dia. of Crank shaft journals

as per rule 5.96

Dia. of Crank pin

5.96

Size of Crank webs

3.385 x 7.873

Dia. of thrust shaft under

collars

5.8

Dia. of screw

48"

Pitch of Screw

48"

No. of Blades

4

State whether moveable

No

Total surface

12.36 sq. ft.

No. of Feed pumps

Diameter of ditto

Stroke

Can one be overhauled while the other is at work

No. of Bilge pumps

1

Diameter of ditto

4"

Stroke 1-3/8"

Can one be overhauled while the other is at work

No

No. of Donkey Engines

Sizes of Pumps

1 - 4"

No. and size of Suctions connected to both Bilge and Donkey pumps

In Engine Room

1 - 2"

In Holds, &c.

No. of Bilge Injections

sizes

Connected to condenser, or to circulating pump

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

connections with the sea direct on the skin of the ship

Yes

Are they Valves or Cocks

Cocks

Is the discharge 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

Yes

Is the discharge filled with a Discharge Valve always accessible on the plating of the vessel

Are the Blow Off Cocks fitted with a spigot and brass covering plate

How are they protected

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

Is it fitted with a watertight 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

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

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

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

Material

Thickness

Pitch of stays

How are stays secured

Working pressure by rules

Are at smallest part

Area supported by each stay

Working pressure by rules

Material of Front

Thickness

Material of Lower back plate

Thickness

Greatest pitch of stays

Working pressure

Diameter of tubes

Pitch of tubes

Material of tube plates

Thickness: Front

Back

Pitch across wide water spaces

Working pressures by rules

Girders to Chamber tops

Thickness of girder at centre

Length as per rule

Distance apart

Number and pitch

Working pressure by rules

Steam dome: description of joint to shell

Diameter

Thickness of shell plates

Material

Description of longitudinal joint

Pitch of rivets

Working pressure of shell by rules

Crown plates

Thickness

## SUPERHEATER. Type

Date of Approval of Plan

Tested

Date of Test

Is a Safety Valve fitted to each Section of the Superheater which can be

Pressure

TUES 21

Engineer Surveyor to Lloyd's Register of Ship

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IS A DONKEY BOILER FITTED? —

SPARE GEAR. State the articles supplied:— Cylinder covers complete, studs & nuts.  
Set of piston rings for Main engines. Bottom end complete. 2 Main bearing  
bolts. Set of coupling bolts. Set of piston rings for Compressors. Set of  
valves for Circulating pump. Set of valves for Bilge pump. 2 Hot bulb  
supply of assorted bolts & nuts and some extra piping.

The foregoing is a correct description,

SKANDIA PACIFIC OIL ENGINE CO.

Manufacturer.

Dates of Survey while building { During progress of work in shops -- May 16th, June 3rd, July 10th, 15th, 18th, 25th and 31st.  
During erection on board vessel -- Feb. 12<sup>th</sup>, Mar. 14<sup>th</sup>, April 5<sup>th</sup>, May 3<sup>rd</sup>, 5<sup>th</sup>, 1919.  
Total No. of visits 7 - 6.

Is the approved plan of work followed?

Statement of principal parts—Cylinders May 16th Slides — Co. —

Crank shaft and Thrust shaft July 10th Tension shafts —

Steam pipes tested — Engine and boiler seatings —

Piping arrangements May 5<sup>th</sup> Boilers fixed —

Sea connections Feb. 12<sup>th</sup> Stern tube Feb. 12<sup>th</sup>

Valves adjusted — Thickness of adjusting washers —

Shaft Steel Identification Mark on Do. No. 604 Material of Thrust shafts —

Identification Marks on Do. — Material of Scavenging pipes —

Test pressure —

Is the flash point of oil fuel —

Requirements of Section 49 of the Rules been complied with —

Is every duplicate of a previous case — If so, state name —

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

This oil engine has been built under

compliance with the Rules and the workmanship was found

to be satisfactory and was tried out under working conditions on the

vessel. This engine is now ready for shipment and to comply

with the Rules under various working conditions in position and spare gear

has been placed on board.

TUES. 10 MAR 1925

Crank Shaft

Lloyd's  
No. 604

Thrust Shaft

Lloyd's  
No. 24

Present condition of Caulking

ATL 5-2-18

ATL 20-11-17

Sheathed, Doubled, Felted, Co.

May 8<sup>th</sup> 1919.

Amount of opinion this Vessel should

the Amount of the Entry Fee

Special

Certificate

Travelling Expenses, if any, £

Committee's Minute

Character assigned

Machinery tested under working conditions on board vessel  
to be in safe and efficient working condition.

Oil Engines 2 SC 5A. This vessel is eligible for

2 Cy. 14<sup>3</sup>/<sub>16</sub> - 15<sup>3</sup>/<sub>4</sub>

THE RECORD & L.M.C.

Skandia Pacific Oil Engine Co. Oakland Cal.

Engineer Surveyor to Lloyd's Register of Shipping.

TUE JUL 1919  
FRI OCT 1919

FRI JUL 1919  
T 1923

Wharf. No. 5. 19.

Oil Engines



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