

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

29 SEP 1934

Date of writing Report

19

When handed in at Local Office

19

Port of Seattle, Washington.

No. in Survey held at Seattle, Washington.

Date, First Survey May 15th

Last Survey

Aug. 27th 1934

Reg. Book.

83647 on the S.S. "WILLIAM LUCKENBACH" ex "Rappahannock" ex "Pommern"

(Number of Visits 25)

Built at Vegesack By whom built Bremer Vulkan.

Yard No. 1913

Tons { Gross
Net

When built 1913

Engines made at Vegesack

By whom made

Bremer Vulkan

Engine No.

When made

1913

Boilers made at (2. Ford. Portland Or.

By whom made

Willamette Iron & S. Wks.

Boiler No.

When made

1918

Registered Horse Power

Owners Luckenbach Steamship Co., Inc.

Port belonging to New York

Nom. Horse Power as per Rule 890

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted Yes

Trade for which Vessel is intended American Coastwise.

ENGINES, &c. Description of Engines 3. Cylinder, Triple Expansion.

Revs. per minute 75. stated

Dia. of Cylinders 32.5" 52.8" 86.5"

Length of Stroke 55 in.

No. of Cylinders Three

No. of Cranks Three

Crank shaft, dia. of journals

as per Rule

as fitted 17.77"

Crank pin dia. 18.3"

Crank webs

Mid. length breadth 29.5"

Thickness parallel to axis 9.37"

Mid. length thickness 11.37"

Thickness around eye-hole 8.43"

Intermediate Shafts, diameter

as per Rule

as fitted 16.35"

Thrust shaft, diameter at collars

as per Rule

as fitted 17.0"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted 18.28"

Is the

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted .95"

Thickness between bushes

as per Rule

as fitted .95

Is the after end of the liner made watertight in the

propeller boss

Yes

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

Yes

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

Yes

If two 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

shaft --- If so, state type

Length of Bearing in Stern Bush next to and supporting propeller 7'-6"

Propeller, dia. 19 Ft. Pitch 19'-4"

No. of Blades Four

Material Bronze

whether Moveable Yes

Total Developed Surface 114. sq. feet

Feed Pumps worked from the Main Engines, No. Two

Diameter 4.87"

Stroke 27.5"

Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. Two

Diameter 5.5"

Stroke 27.5"

Can one be overhauled while the other is at work Yes

Feed { No. and size 2 (14 1/2 x 10 x 20 & 14 x 10 x 24)

Pumps { How driven Ind. Steam.

Pumps connected to the

Main Bilge Line

No. and size 1-17x14 1/2 x 24. 1-13x10x18. 1-8x8x13.

Ballast Pumps, No. and size 1-17x14 1/2 x 24

How driven Independent Steam.

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps;—In Engine and Boiler Room

E.R. 2:-3 1/2"

B.R. 2:-3 1/2"

Tunnel Well. 1:-3 1/2"

In Pump Room

In Holds, &c. One port & starbd. 3 1/2" dia. in Nos. 1, 2, 3, 4, 5 & 6

Holds.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1:-8"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1:-6"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

Yes

Are the 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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks Valves. 1. cock for Evap.

Are they 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 Both

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

Yes

What Pipes pass through the bunkers

None

How are they protected

What pipes pass through the deep tanks

None

Have they been tested as per Rule

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

Yes

Is the 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 Upper T. Dk.

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 2@2430. 3@2755. Total 13125 Sq. Ft

Is Forced Draft fitted

Yes

No. and Description of Boilers 5.SB.

Working Pressure 220 Lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes.

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

Main Boilers Yes

Auxiliary Boilers

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Donkey Boilers

(If not state date of approval)

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

Tail Shaft. Two propeller blades. Crank pin and crosshead brasses.

Piston rod. Valve spindle. Air pump rod. One back and front pump link complete. Boiler tubes,

Condenser tubes. Studs for cylinder and valve covers. Etc.,

The foregoing is a correct description,

Manufacturer.

008812 . 008822 - 0151



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Lloyd's Register
Foundation

~~During progress of~~
~~work on ship - -~~
Dates of Survey ~~While~~ ~~working~~ ~~on~~ ~~board vessel - -~~ May:-15.22.23. June:-1.4.7.8.9.11.12.14.15.28. July:-9.13.28.31.
Aug:-1.8.14.15.16.24.26.27.
Total No. of visits 25.

Dates of Examination of principal parts—Cylinders June. 14 & 15. Slides June.13. Covers June. 8.
Pistons June. 14. Piston Rods June. 14. Connecting rods June. 12.
Crank shaft June. 9. 11 & 12. Thrust shaft June. 24. Intermediate shafts June. 8.
Tube shaft ---- Screw shaft See S.Fo.Rpt No.7188. Propeller Aug.15.
Stern tube Engine and boiler seatings June. 1 & 4. Engines holding down bolts June. 4.
~~Completion of~~ sea connections See S.Fo. Rpt. No. 7188.
Completion of pumping arrangements July.31. Boilers fixed(2.Ford) Jun.14. Engines tried under steam Aug.14 & 26.
Main boiler safety valves adjusted August 16. Thickness of adjusting washers Locking Screws.
Crank shaft material Steel. Identification Mark Thrust shaft material Steel Identification Mark
Intermediate shafts, material Steel Identification Marks Tube shaft, material ---- Identification Mark ----
Screw shaft, material Steel Identification Mark Steam Pipes, material Steel Test pressure 800 Lbs Date of Test Jun.7.8.13
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 ---- If so, state name of vessel ----

General Remarks (State quality of workmanship, opinions as to class, &c.
This machinery stated built and installed on board the vessel in 1913. The machinery has been fully opened out, examined in every detail, found in good condition and the quality of workmanship good throughout. No plans being available the sizes as set forth checked by the undersigned. The machinery has been tested out under full working conditions with satisfactory results and in my opinion this machinery is eligible to be classed in the Register Book with the record of L.M.C. 8,34.

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 ... £ : : When applied for,
Special ... £ \$200.00 : : Sept 1 1934
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 22.2.35
23

W. Smith
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned See Machy. Rpt. form 9