

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

18 JUN 1947

Date of writing Report

19

When handed in at Local Office

19

Port of SEATTLE, WASHINGTON

No. in Survey held at PORTLAND, OREGON
Reg. Book.

Date, First Survey March 3rd

Last Survey April 1

19 47

(Number of Visits 6)

76450 on the "THEMONI" (ex "JOSIAH COHEN")

Tons { Gross 7198

Net 4364

Built at Savannah, Georgia By whom built Southeastern Shipbuilding Corp.

Yard No. ---

When built 1944

Engines made at Hamilton, Ohio

By whom made General Machinery Corp.

Engine No. 7996

When made 1944

Boilers made at Springfield, Ohio

By whom made Springfield Boiler Co.

Boiler No. Stbd. 8392

When made 1944

Registered Horse Power

Owners Kassos Steam Navigation Co. Ltd.

Port belonging to Cyra, Greece

Nom. Horse Power as per Rule 648

667

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which Vessel is intended

Foreign

ENGINES, &c.—Description of Engines 3 Cyl. Triple

Dia. of Cylinders 24 1/2" - 37" - 70"

Length of Stroke 48"

No. of Cylinders 3

Revs. per minute

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.125

as fitted 14 1/2"

Crank pin dia. 14 1/2"

Crank webs

Mid. length breadth 24"

Thickness parallel to axis 9"-LP 9 1/2"

Mid. length thickness 9" LP 9 1/2"

Thickness around eye-hole 7-5/8" @ Journals

Intermediate Shafts, diameter as per Rule 12.5"

as fitted 13-1/2"

Thrust shaft, diameter at collars

as per Rule 13.125

as fitted 14-1/4"

~~Tube Shafts, diameter~~

Screw Shaft, diameter

as per Rule 14"

as fitted 15 1/4"

Is the ~~tube~~ screw shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes as per Rule 3/4"

as fitted 25/32"

Thickness between bushes as per Rule 9/16"

as fitted 11/16"

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 X

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 X

If two liners are fitted, is the shaft lapped or protected between the liners X

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 5'-6"

Propeller, dia. 18'-6" Pitch 16'-0"

No. of Blades 4

Material Bronze

Whether Moveable Solid

Total Developed Surface 117 sq. feet

Feed Pumps worked from the Main Engines, No. X

Diameter X

Stroke X

Can one be overhauled while the other is at work X

Bilge Pumps worked from the Main Engines, No. 2

Diameter 4-1/2"

Stroke 26"

Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size Two @ 12"x8"x24"

How driven Steam

Pumps connected to the

Main Bilge Line

{ No. and size 2 - 4 1/2" Dia. x 26" Stroke One 10x12x12 Duplex

{ How driven Attached Main Engines Link Motion Steam

Ballast Pumps, No. and size One 10"x12"x12" Duplex

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

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

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 1-3" Port & Stbd. in ER 1-3" Port & Stbd. in Boiler Room - Total 4

In Pump Room X

In Holds, &c. 3" Port & Stbd. in all holds and tunnel

4" Main from Valve Manifold in ER

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 10" Dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 2 - 1 Port 1 Stbd. 5" 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

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

Are they fitted with Valves or Cocks

Valves and cocks

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 Below

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

Yes

Is it fitted with a watertight door Yes

worked from Both Sides

MAIN BOILERS, &c.—(Letter for record S. ✓)

Total Heating Surface of Boilers

10233 sq. ft.

Boiler - 9704

Spts. 529

Is Forced Draft fitted Yes

No. and Description of Boilers

Both Mains

Working Pressure 240 lbs. per sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

WP 250 Spt 23016

IS A DONKEY BOILER FITTED? NO

If so, is a report now forwarded? X

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

PLANS. Are approved plans forwarded herewith for Shafting

Main Boilers Yes

Auxiliary Boilers X

Donkey Boilers X

(If not state date of approval)

Superheaters Yes

General Pumping Arrangements Yes

Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

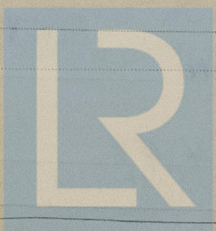
Has the spare gear required by the Rules been supplied

YES

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

008925-008937-0054

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 Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections Boilers fixed Engines tried under steam
Completion of pumping arrangements Thickness of adjusting washers
Main boiler safety valves adjusted Identification Mark Thrust shaft material Identification Mark
Crank shaft material Identification Marks Tube shaft, material Identification Mark
Intermediate shafts, material Identification Mark Steam Pipes, material Test pressure Date of Test
Screw shaft, material 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
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo 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 all Liberty Type (EC2)

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under the Special Survey of the American Bureau of Shipping. The particulars as shown on this Report were obtained from available plans and have been verified as far as practicable from the vessel. The workmanship and materials are good. (See Rpt. 9, attached herewith for recommendations)

The amount of Entry Fee ... £ : : When applied for, \$415.00 April 4th 47
Machinery & Boilers Special ... £ : :
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19---

(SIGNED) James F. Robertson
Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK MAY 28 1947 J.F.R.

Committee's Minute
Assigned LMC-4,47.