

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 31 MAY 1947

Date of writing Report 19... When handed in at Local Office 19... Port of **NEW YORK.**
 No. in Survey held at **BROOKLYN, N.Y.** Date, First Survey **February 27th** Last Survey **April 14th** 1947.
 Reg. Book **76250** on the **S.S. VIKDAL. (EX JOHN MASON.)** (Number of Visits **14**)
 Built at **So PORTLAND, Me.** By whom built **NEW ENGLAND S.B. CORP.** Yard No. - When built **1943**
 Engines made at **WEST SPRINGFIELD, MASS.** By whom made **HARRISBURG MACHINERY CORP.** Engine No. - When made **1943**
 Boilers made at **LOUISVILLE, KY.** By whom made **HENRY VOGT MACHINE CO** Boiler No. - When made **1943**
 Registered Horse Power **2500 IHP.** Owners **TANKER CORPORATION** Port belonging to **PANAMA CITY**
 Nom. Horse Power as per Rule **668.7 MN.** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **YES**
 Trade for which Vessel is intended **OCEAN. - DRY CARGO**

ENGINES, &c.—Description of Engines **3 CYL. TRIPLE EXPANSION, RECIPROCATING.** Revs. per minute **76.**
 Dia. of Cylinders **24 1/2" - 37" - 79"** Length of Stroke **48"** No. of Cylinders **3** No. of Cranks **3**
 Crank shaft, dia. of journals as per Rule **14 1/4"** Crank pin dia. **14 1/4"** Crank webs Mid. length breadth **29"** Thickness parallel to axis **9 1/2"**
 Intermediate Shafts, diameter as per Rule **13 1/2"** Thrust shaft, diameter at collars as per Rule **14 1/4"**
 Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule **15 1/4"** Is the **{ tube }** shaft fitted with a continuous liner **{ screw }** **YES.**

Bronze Liners, thickness in way of bushes as per Rule **9/32"** Thickness between bushes as per Rule **7/32"** 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 **ONE LENGTH**
 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 **TIGHT**
 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 **No**
 Propeller, dia **18'6"** Pitch **16'0"** No. of Blades **4** Material **BRONZE** whether Moveable **No** Total Developed Surface sq. ft. **5' 8 1/2"**

Feed Pumps worked from the Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work -
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 **2 - 12" x 8" x 24" SIMPLEX.** Pumps connected to the { No. and size **2 - 10" x 11" x 12" DUPLEX** also **2 M.E. Pumps.**
 { How driven **STEAM.** Main Bilge Line { How driven **STEAM.**
Ballast Pumps, No. and size **2 - 10" x 11" x 12" DUPLEX.** Lubricating Oil Pumps, including Spare Pump, No. and size -
 Are two independent means arranged for circulating water through the Oil Cooler - Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room **4 - 6"**
 In Pump Room - In Holds, &c. **2 - 4" IN EACH HOLD.**

Main Water Circulating Pump Direct Bilge Suctions, No. and size **1 - 10"** Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **4 - 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 **YES.** Are they fitted with Valves or Cocks **YES.**
 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 **VALVE.**
 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 **VALVE.**
 What Pipes pass through the bunkers - How are they protected -
 What pipes pass through the deep tanks - 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 **below (see note).**

MAIN BOILERS, &c.— (Letter for record) Total Heating Surface of Boilers **10232 sq. ft.**
 Which Boilers are fitted with Forced Draft **BOTH.** Which Boilers are fitted with Superheaters **BOTH.**
 No. and Description of Boilers **2 - BABCOCK & WILCOX, W.T. CROSS DRUM.** Working Pressure **240 LBS PER SQ. IN.**
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? **YES.**
 IS A DONKEY BOILER FITTED? **No.** If so, is a report now forwarded? -
 Can the donkey boiler be used for domestic purposes only -
PLANS. Are approved plans forwarded herewith for Shafting **YES.** Main Boilers **YES.** Auxiliary Boilers - Donkey Boilers -
 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.** (Except spare propeller which has been ordered & will be placed on board at first opportunity).
 State the principal additional spare gear supplied

NOTE A new W.T. door to be operated from above has been ordered, but owing to labour trouble at the factory could not be delivered for installation at this time. The present hinged W.T. door has been retained for the intended voyage to Sweden & return to the U.S.A. when it is the intention of the Owners to install the new W.T. door.

The foregoing is a correct description

Manufacturer.



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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

Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted 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 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 If so, state name of vessel

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

The Machinery of this vessel so far as has been seen appears to have been built of good material & workmanship. The propelling machinery & auxiliaries have opened up for examination, found in good order, tested under working conditions and found satisfactory & eligible in my opinion to have a record of LMC 4.47 and of Tail Shaft seen (C.L.) 4.47. in the Register (Foot).

Certificate to be sent to... requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... \$:	:	When applied for,
Special ... \$	✓	:	19...
Donkey Boiler Fee ... \$:	:	When received,
Travelling Expenses (if any) \$:	:	19...

J. G. J.
 Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK MAY 7 1947

tee's Minute

signed LMC-4, 47.

