

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)
 Tons {Gross 7176.
 Net 4380.
 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"
 as fitted 14 1/4" Mid. length thickness 9 1/2" shrunk Thickness around eye-hole 7"
 Intermediate Shafts, diameter as per Rule 13 1/2" Thrust shaft, diameter at collars as per Rule 14 1/4"
 as fitted 13 1/2" as fitted 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 {YES.
 as fitted - as fitted 15 1/4" {screw}
 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
 as fitted 9/32" as fitted 7/32" 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 If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 5' 8 1/2"
 Propeller, dia 18' 6" Pitch 16' 0" No. of Blades 4 Material BRONZE whether Moveable No Total Developed Surface sq. ft.
 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 {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.
 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 Holds, &c. 2- 4" IN EACH HOLD.
 In Pump Room -

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.
 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 -
 (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. (Except spare propeller which has been ordered & will be placed on board
 State the principal additional spare gear supplied at first opportunity).

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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During progress of
work in shops - - }
During erection on
board vessel - - - }
Total No. of visits.

General Remarks (State quality of workmanship, opinions as to class, &c.) The Machinery of this vessel so far as now seen appears to have been built of good material & workmanship. The propelling machinery & auxiliaries have opened up for examination, found or now placed 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 Book.

Certificate to be sent to

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

NEW YORK MAY 7 1947

tee's Minute

signed, LMC-4, 47.

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

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