

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

27 OCT 1947

Writing Report 16th September 47 When handed in at Local Office 23rd September 47 Port of Baltimore, Maryland
 Survey held at Baltimore, Maryland Date, First Survey June 25th, Last Survey September 2nd, 1947
 on the S.S. "OAKLAND" (ex "David F. Barry") (Number of Visits 3)
 at Portland, Oregon By whom built Oregon Shipbuilding Corporation Yard No. 2068 When built 1943
 es made at Portland, Oregon By whom made Iron Fireman Mfg. Company Engine No. 183 When made 1943
 s made at Saginaw, Michigan By whom made Wickes Boiler Company Boiler No. S 53, P 54 When made 1943
 ired Horse Power 2500 Owners Holman and Vaboen Port belonging to Oslo
 Horse Power as per Rule 660 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 for which Vessel is intended -

GINES, &c.—Description of Engines Triple Expansion Reciprocating Revs. per minute 76
 f Cylinders 24 1/2", 37", 70" Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3
 shaft, dia. of journals as per Rule 14.28" Crank pin dia. 14.25" Mid. length breadth 28.5" Thickness parallel to axis 7.125"
 as fitted 14 1/4" Crank webs Mid. length thickness 9" Thickness around eye-hole 7.125"
 mediate Shafts, diameter as per Rule 13.314" Thrust shaft, diameter at collars as per Rule 14 1/4"
 as fitted 13 1/2" as fitted 14 1/4"
 Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 14.855"
 as fitted - as fitted 15 1/4" Is the ~~shaft~~ {screw} shaft fitted with a continuous liner Yes
 e Liners, thickness in way of bushes as per Rule .757" Thickness between bushes as per Rule .567"
 as fitted .8125" as fitted .6875" Is the after end of the liner made watertight in the Continuous Bronze
 er boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Continuous Bronze
 mer 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 -
 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 5' 0"
 - If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 5' 0"
 ler, dia 18' 6" Pitch 16' 0" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 117 sq. ft.
 Pumps worked from the Main Engines, No. Not fitted Diameter - Stroke - Can one be overhauled while the other is at work -
 Pumps worked from the Main Engines, No. Two (2) Diameter 26" Stroke 26" Can one be overhauled while the other is at work Yes
 {No. and size Two (2) 12", 8", 24" Pumps connected to the {No. and size Two (2) 10", 11", 12"
 s (How driven Steam Main Bilge Line {How driven Steam
 t Pumps, No. and size One (1) 10", 11", 12" Lubricating Oil Pumps, including Spare Pump, No. and size Not fitted
 o independent means arranged for circulating water through the Oil Cooler - Suctions, connected to both Main Bilge Pumps and Auxiliary
 pumps;—In Engine and Boiler Room 2-2 1/2", 2-3", 2-5", 2-3" In Holds, &c. No. 1 - 2.3", No. 2 - 2.3", No. 3 - 2.3", No. 4 - 2.3",
 p Room - - 2.3"
 Water Circulating Pump Direct Bilge Suctions, No. and size 2 10" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 d size 2 - 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 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
Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Valves
 y 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
 y 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
 ipes pass through the bunkers None How are they protected -
 ipes pass through the deep tanks None Have they been tested as per Rule -
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 rangement 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
 ment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Recess

N BOILERS, &c.— (Letter for record -) Total Heating Surface of Boilers 10,232 sq. ft. ✓
 Boilers are fitted with Forced Draft Both P&S boilers Which Boilers are fitted with Superheaters Both P&S boilers
 d Description of Boilers 2 W.T. Cross Drum Working Pressure 240 lbs.

REPORT ON MAIN BOILERS NOW FORWARDED?

DONKEY BOILER FITTED? No If so, is a report now forwarded? -
 donkey boiler be used for domestic purposes only -

VS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)
 ters Yes General Pumping Arrangements - Oil fuel Burning Piping Arrangements -

SPARE GEAR.

spare gear required by the Rules been supplied Yes, with the exception of one propeller, one impeller shaft for main circulating
 principal additional spare gear supplied No additional spare gear supplied at (pump and one feed check valve lid for one boiler.
this time.

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 August 20th, 1947 Slides August 20th, 1947 Covers August 20th, 1947
Pistons August 20th, 1947 Piston Rods August 20th, 1947 Connecting rods August 21st, 1947
Crank shaft August 21st, 1947 Thrust shaft August 21st, 1947 Intermediate shafts June 29th, 1947
Tube shaft - Screw shaft June 29th, 1947 Propeller June 29th, 1947
Stern tube June 29th, 1947 Engine and boiler seatings August 21st, 1947 Engines holding down bolts August 21st, 1947

Completion of fitting sea connections -
Completion of pumping arrangements - Boilers fixed - Engines tried under steam August 29th, 1947

Main boiler safety valves adjusted August 30th, 1947 Thickness of adjusting washers Not fitted

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. No

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 Not desired

Is this machinery duplicate of a previous case Yes If so, state name of vessel S.S. "CAPTAIN FARMAKIDES" (ex. "James Goodhue")

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been built and

installed under the supervision of the American Bureau of Shipping, and, as far as now seen, appears to be of good

sound construction and carefully installed. On completion of survey, the two main boilers and main and auxiliary

machinery and the electrical installation have been examined under working conditions and found satisfactory.

It is the opinion of the undersigned that the machinery of this vessel is suitable to be classed with the

Society with records of Tail Shaft seen (CL) 6-47 and record of LMC 8-47, subject to feed water regulators being fitted

to Port and Starboard boilers and one spare propeller, one spare impeller shaft for main circulating pump and one

check valve cover for one boiler being supplied.

The amount of Entry Fee ... \$ 350.00 : When applied for,
Special ... \$: : 23 Sept. 1947
Donkey Boiler Fee ... \$: :
Travelling Expenses (if any) \$ 5.25 : - 19

Committee's Minute

Assigned

See Rpt. 9 attached

NEW YORK OCT 1 1947

W. M. C. C. C.
Engineer Surveyor to Lloyd's Register of Shipping



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