

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 18 APR 1947

Date of writing Report 7th Mar. 19 47 When handed in at Local Office 21st March 19 47 Port of Baltimore, Maryland
 No. in Survey held at Baltimore, Maryland Date, First Survey January 13th, Last Survey February 3rd, 19 47
 Reg. Book 72125 on the S.S. "CHELATROS" (ex "Edward K. Collins") (Number of Visits 8) Tons { Gross 7176
 Net 4380
 Built at Panama City, Florida By whom built J. A. Jones Construction Company, Inc. Yard No. 56 When built 1944
 Engines made at Hamilton, Ohio By whom made General Machinery Corp. Engine No. 7940 When made 1944
 Boilers made at New York By whom made Combustion Eng. Company Boiler No. 8919 When made 1944
 Registered Horse Power 2500 Owners Kassos Steamship Navigation Company, Ltd. Port belonging to Syria
 Nom. Horse Power as per Rule 634.8 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended General cargo

ENGINES, &c. Description of Engines Triple Expansion Revs. per minute 76
 Dia. of Cylinders 24", 37", 70" Length of Stroke 48" No. of Cylinders Three No. of Cranks Three
 Crank 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 14.25" Crank webs 9" Thickness around eye-hole 7.125
 Intermediate Shafts, diameter as per Rule 13.6 Thrust shaft, diameter at collars as per Rule 14.25
 as fitted 13.5 as fitted 14.25
 Tube Shafts, diameter as per Rule 15.00 Is the screw shaft fitted with a continuous liner Yes
 as fitted 15.25"
 Bronze 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
 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 -
 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 -
 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 feet
 Propeller, dia 18' 6" Pitch 16' No. of Blades Four Material Bronze whether Moveable No Total Developed Surface 117 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. Two Diameter 4.5 Stroke 26" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size Two (12 x 8 x 24) Simplex Pumps connected to the { No. and size Two (10 x 11 x 12 Duplex)
 { How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size One (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 2-2½", 2-3", 2-5" in E. R.; 2-5" in B.R.
 In Holds, &c. Two 3" No. 1 hold, Two 3" No. 2 hold, Two 3" No. 3 hold,
Two 3" No. 4 hold, Two 3" No. 5 hold.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One 10" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 2-5" diameter Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes (Strainers in bilge wells)
 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 Valves
 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 No
 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 Thrust recess

MAIN BOILERS, &c.— (Letter for record -) Total Heating Surface of Boilers 9704 sq. ft. + 529 sq. ft. = 10,233
 Which Boilers are fitted with Forced Draft P & S Which Boilers are fitted with Superheaters P & S
 No. and Description of Boilers Two Water Tube Working Pressure 240 lbs.
 A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 A DONKEY BOILER FITTED? No If so, is a report now forwarded? -
 Is 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.

Is the spare gear required by the Rules been supplied Yes
 Is the principal additional spare gear supplied Spare Tail Shaft (one)

The foregoing is a correct description

Manufactured.



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010115-010126-0228

4 No. 8437.

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 January 23rd, 1947 Slides January 23rd, 1947 Covers January 23rd, 1947

Pistons January 23rd, 1947 Piston Rods January 23rd, 1947 Connecting rods January 23rd, 1947

Crank shaft January 23rd, 1947 Thrust shaft January 23rd, 1947 Intermediate shafts January 23rd, 1947

Tube shaft - Screw shaft January 13th, 1947 Propeller January 13th, 1947

Stern tube January 13th, 1947 Engine and boiler seatings - Engines holding down bolts -

Examination of
Completion of pumping arrangements January 13th, 1947

Completion of pumping arrangements - Boilers examined January 20th, 1947 Engines tried under steam January 31st, 1947

Main boiler safety valves adjusted February 3rd, 1947 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 Steel 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 "Liberty" EC2-S-C1

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 and

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

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

water regulators in accordance with Section 34, Clause 6, Page 121 of the Rules, have now been fitted.

It is the opinion of the undersigned that the machinery of this vessel is suitable to be classed with this
Society with records of LMC 2-47 and TS (CL) seen 1-47.

The shaft tunnel of this vessel is fitted with a quick closing watertight door operated from the thrust room.
It has been pointed out to the Owners that to comply with the Rules, this door must be operable from the freeboard deck
and arrangements have been made to fit a sliding W. T. door operated from the freeboard deck at the earliest opportunity.

See hull report

The amount of Entry Fee ... \$ 250.00

Special ... \$ -

Donkey Boiler Fee ... \$ -

Travelling Expenses (if any) \$ 12.50
Late 10.00

When applied for,
21st Mar. 47

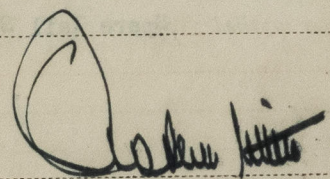
When received,
- 19

Committee's Minute

NEW YORK MAR 26 1947

Assigned LMC-247

NOTE-2 WTB-240



Engineer Surveyor to Lloyd's Register of Shipping.



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