

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

MAR 15 1940

When handed in at Local Office *Feb 27 40* Port of *New York*
New York Date, First Survey *✓* Last Survey *Feb 17 1940*
 (Number of Visits *1*)
 Gross Tons *548*
 Net Tons *2330*
 From built *J. F. Duchic & Co.* Yard No. *1919*
 By whom made *Thomas. Drew & Pottelers* Engine No. *1919*
 By whom made *Boiler No.* When made *1919*
 Owners *American-Hawaiian S.S. Co.* Port belonging to *New York*
 Is Refrigerating Machinery fitted for cargo purposes *no* Is Electric Light fitted *✓*

Engines *Triple Expansion Reciprocating* Revs. per minute
 Length of Stroke *48* No. of Cylinders *3* No. of Cranks *3*
 Crank pin dia. *✓* Crank webs Mid. length breadth *✓* Thickness parallel to axis *✓*
 Mid. length thickness *✓* shrunk Thickness around eye-hole *✓*
 Thrust shaft, diameter at collars as per Rule *13 1/32*
 as fitted *✓*
 Screw Shaft, diameter as per Rule *15 3/8* Is the { tube } shaft fitted with a continuous liner { *✓*
 as fitted *✓* { screw }
 Thickness between bushes as per Rule *✓* Is the after end of the liner made watertight in the *✓*
 as fitted *✓* If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner *✓*
 the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive *✓*
 protected between the liners *✓* Is an approved Oil Gland or other appliance fitted at the after end of the tube *✓*
 Length of Bearing in Stern Bush next to and supporting propeller *5-4"*
 No. of Blades *4* Material *hmg* whether Moveable *✓* Total Developed Surface *-* sq. feet
 s, No. Diameter Stroke Can one be overhauled while the other is at work
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 "16"
 Pumps connected to the { No. and size *2-4 1/2" x 21"* } *1-12 x 8 1/2 x 12"*
 Main Bilge Line { How driven *(from main engine)* } *Steam*
 "12" x 12"
 Lubricating Oil Pumps, including Spare Pump, No. and size
 g water through the Oil Cooler *✓* Suctions, connected to both Main Bilge Pumps and Auxiliary
 In Holds, &c. *✓*

Bilge Suctions, No. and size *✓* Independent Power Pump Direct Suctions to the Engine Room Bilge
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes *✓*
 on easily accessible strum-boxes, placed above the level of the working floor, with straight tail pipes to the bilges
 of the ship *✓* Are they fitted with Valves or Cocks *✓*
 to be seen without lifting the stokehold plates *✓* Are the Overboard Discharges above or below the deep water line *✓*
 accessible on the plating of the vessel *✓* Are the Bow Off Cocks fitted with a spigot and brass covering plate *✓*
 How are they protected *✓*
 Have they been tested as per Rule *✓*
 in connection with the machinery and all boiler mountings accessible at all times
 such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from o
 Is the Shaft Tunnel watertight *✓* Is it fitted with a watertight door *✓* worked from *top of engine*

BOILERS, &c. (Letter for record *✓*) Total Heating Surface of Boilers
 Which Boilers are fitted with Superheaters *✓*
 Description of Boilers *3 Scotch* Working Pressure *210 lbs*
 REPORT ON MAIN BOILERS NOW FORWARDED? *no*
 DONKEY BOILER FITTED? *no* If so, is a report now forwarded? *no*
 Are approved plans forwarded for Shafting *✓* Main Boilers *✓* Auxiliary Boilers *✓* Donkey Boilers *✓*
 General Pumping Arrangements *✓* Oil fuel Burning Piping Arrangements *✓*

SPARE GEAR.
✓

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Design of boiler
 work in scope
 Design of engine or
 boiler
 Total No. of items

Dates of Examination of principal parts—Cylinders
 Pistons
 Crank shaft
 Thrust shaft
 Tube shaft
 Screw shaft
 Engine and boiler settings
 Completion of fitting sea connections
 Completion of pump and arrangements
 Boilers fuel
 Engines fuel
 Main boiler safety valves adjusted
 Thickness of adjusting washers
 Crank shaft material
 Identification Marks
 Thrust shaft material
 Intermediate shafts, material
 Identification Marks
 Tube shaft, material
 Screw shaft, material
 Identification Marks
 Steam Pipes, material
 Test pressure
 Is an installation fitted for burning oil fuel
 Is the highest point of the oil to be used as
 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
 If the addition of the 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, quality as to class, &c.)
 Examination made with a view of being put in
 Machinery & boiler not opened for examination but ship as a
 whole not opened up
 Not done - vessel placed in dry dock for fittings of
 of blue lead & few connections found good
 The machinery & boiler appear to be in good order
 in my opinion to be deemed safe for service

The amount of Entry Fee ... £
 Special
 Donkey Boiler Fee
 Travelling Expenses (if any)

When applied for
 Discharged
 12

K. H.
 Engineer

Committee's Minute
 Year FEB
 Assigned Francis to London
 Note: Class completed