

No. 25439

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 24 DEC 1948

25th. Nov. 1948. When handed in at Local Office 25th. Nov. 1948. Port of NEWPORT, Mon.

Survey held at NEWPORT, Mon. Date, First Survey 21st. October Last Survey 19th. Nov. 1948.

(Number of Visits 17)

S.S. "ST. ARVANS" (Ex "Samlyth") Tons { Gross 7247 Net 4419

By whom built The Bethlehem Fairfield Shipyard Yard No. When built 1944-2mo.

Harrison, N.J. By whom made Worthington Pump & Machinery Corp. Engine No. When made "

Saginaw, Mich. By whom made The Wickes Boiler Co. Boiler Nos. 11 & 12 When made "

Power 2,500 Owners The South American Saint Line, Ltd. Port belonging to Newport, Mon.

as per Rule 635 MN=668 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted

vessel is intended -

Description of Engines Triple Expansion Reciprocating, surface condensing Revs. per minute 76

24 1/2" x 37" x 70" Length of Stroke 48" No. of Cylinders Three No. of Cranks Three

as per Rule 14.28 Mid. length breadth 26" Thickness parallel to axis 9" & 9 1/2"

of journals as fitted 14.25 Crank pin dia. 14.25 Crank webs Mid. length thickness HP&MP 9" shrunk LP 9 1/2" Thickness around eye-hole Pin 7 1/2" 7 1/4"

as per Rule 13.6 Thrust shaft, diameter at collars as per Rule 14.25

as fitted 13.55 as fitted 14.25

meter as fitted - Screw Shaft, diameter as per Rule - Is the tube screw shaft fitted with a continuous liner -

as per Rule - Thickness in way of bushes as per Rule - Is the after end of the liner made watertight in the

as fitted - Thickness between bushes as fitted -

Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner. -

do 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. -

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

If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 5'-1"

3'-6" Pitch 16'-0" No. of Blades Four Material Bronze whether Moveable No Total Developed Surface 117 sq. feet

ded from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -

ded from the Main Engines, No. Two Diameter 4.5" Stroke 26" Can one be overhauled while the other is at work Yes

size Two (12x8x24) Simplex Type Pumps connected to the Main Bilge Line No. and size Two (10 x 11 x 12 Duplex) + 2 M.E. Rams

en Steam Lubricating Oil Pumps, including Spare Pump, No. and size One - (10x11x12) Duplex

ent means arranged for circulating water through the Oil Cooler - Suctions, connected both to Main Bilge Pumps and Auxiliary

in Engine and Boiler Room 1-3" (p&s), 1-3" thrust recess, 1-2 1/2" tunnel well.

In Holds, &c. No. 1. 1-3" (p&s), No. 2. 1-3" (p&s), No. 3. 1-3" (p&s), No. 4. 1-3" (p&s), No. 5. 1-3" (p&s). Forward and aft. cofferdams 1-2 1/2" (p&s).

lating Pump Direct Bilge Suctions, No. and size One - 10" dia. Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,

no at 6" dia. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Hold wells perforated lids, remainder strum boxes.

ions 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

suctions fitted direct on the skin of the ship No Are they fitted with Valves or Cocks Valves

iciently 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

l 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

through the bunkers None How are they protected -

through the deep tanks None Have they been tested as per Rule -

ks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

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

other Yes Is the Shaft Tunnel watertight - Is it fitted with a watertight door Yes worked from door only

RS, &c. (Letter for record -) Total Heating Surface of Boilers 10,232 sq. ft.

fitted with Forced Draft both Which Boilers are fitted with Superheaters both

on of Boilers Two - Babcock & Wilcox, Water Tube Working Pressure 230 lbs. per sq. inch. spt

T ON MAIN BOILERS NOW FORWARDED? Yes Type 250

BY BOILER FITTED? No If so, is a report now forwarded? -

ler be used for other than domestic purposes -

approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

required by the Rules been supplied Yes

additional spare gear supplied None

going 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 28th Oct. 1948. Slides 28th Oct. 1948. Covers 28th Oct. 1948.

Pistons 28th Oct. 1948. Piston Rods 28th Oct. 1948. Connecting rods 28th Oct. 1948.

Crank shaft 28th Oct. 1948. Thrust shaft 2nd Nov. 1948. Intermediate shafts 2nd Nov. 1948.

Tube shaft - Screw shaft Propeller 25th Oct. 1948.

Stern tube Engine and boiler seatings Engines holding down bolts.

Examination of Completion of fitting sea connections 22nd & 23rd. October, 1948.

Examination of Completion of pumping arrangements 18th/19th Nov. 1948. Boilers fixed Engines tried under steam 19th Nov.

Main boiler safety valves adjusted 18th Nov. 1948. Thickness of adjusting washers 116HT588

Crank shaft material Steel Identification Mark A.B. 313 Thrust shaft material Steel Identification Mark 12.11.43.PJG.

Intermediate shafts, material Steel Identification Marks Tube shaft, material - Identification Mark

Spare / Screw shaft, material Steel Identification Mark B.C. 12581GHB Date of Test 11.3.48

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. Yes If so, have the requirements of the Rules been complied with Yes

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. Yes If so, state name of vessel Liberty EC2-S-Cl.

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been installed under the supervision of the American Bureau of Shipping. It has now been opened for examination, and as far as now seen, is in efficient condition and the installation of workmanship satisfactory.

On completion of the examination of the Engines, Boilers and auxiliaries, the same were run under working conditions and found satisfactory.

In the opinion of the Undersigned, the machinery of this vessel is eligible to be certified by this Society, and to have Notation of L.M.C. 11,48, in the Register Book.

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

J. L. Smith,
Engineer Surveyor to Lloyd's Register

Date: 28 JAN 1949
L.M.C. 11.48

Certificate to be sent to Committee's Minute.

