

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

22 OCT 1948

Date of writing Report 1st Oct., 1948 When handed in at Local Office 1st Oct., 1948 Port of Galveston, Texas

No. in Survey held at Galveston, Texas Date, First Survey 27th Sept. Last Survey 30th Sept., 1948  
 Reg. Book. 67217 on the "MARABANK" (Number of Visits 4) Gross 7225 Tons Net 5183

Built at Baltimore, Md. By whom built Bethlehem Fairfield Shipyard, Inc. Yard No. 2310 When built 1944 - 1

Engines made at Hamilton, Ohio By whom made General Machinery Corp. Engine No. 7811 When made 1943  
 Babcock & Wilcox P9920

Boilers made at Edge Moor By whom made Edge Moor Iron Works Boiler No. S9921 When made 1943 - 12

Registered Horse Power - Owners Bank Line Ltd. Port belonging to Glasgow

Nom. Horse Power as per Rule 642 ✓ MN 668 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended -

**ENGINES, &c.**—Description of Engines Vertical 3 Cylinder Triple Expansion Revs. per minute 76

Dia. of Cylinders 24½"-37"-70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 14½" Crank pin dia. 14½" Crank webs Mid. length breadth 2'-4½" Thickness parallel to axis  
 as fitted 14½" Mid. length thickness H&IP 9" LP 9½" Thickness around eye-hole

Intermediate Shafts, diameter as per Rule 13½" Thrust shaft, diameter at collars as per Rule 14½"  
 as fitted Kingsbury 33"x5" as fitted

Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 15½"  
 as fitted Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 25/32" Thickness between bushes as per Rule 22/32" 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 -

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 -

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 60"

Propeller, dia. 18'-6" Pitch 16'-0" No. of Blades 4 Material Bronze whether Movable Solid Total Developed Surface 117 sq. feet

Feed Pumps worked from the Main Engines, No. NO Diameter - Stroke - Can one be overhauled while the other is at work -

Bilge Pumps worked from the Main Engines, No. TWO Diameter 4½" Stroke 26" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size Two 12" x 8" x 24" Pumps connected to the { No. and size Two, Ram Pumps 110GPM; Two 560 GPM  
 { How driven Steam V.D. { Main Bilge Line { How driven Main Engine Levers; Steam V.D.

Ballast Pumps, No. and size Two 10"x11"x12" V.D. 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 Four 3" dia. Two 2½" dia., Tunnel One 3" dia. (Ford) One 2½" dia. (aft)  
 In Pump Room Fore & Aft Peak Tanks One 3½" each Holds, &c. Nos. 1, 2, 3, 4 & 5 Two 3" dia. each; No. 1 Four 4" dia. and No. 4 hold Two 5" dia. into Deep Tank Drain Wells

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 9" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Two 5" dia. 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 Spools or Boxes 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 - 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 Bridge Deck

**MAIN BOILERS, &c.**—(Letter for record S ) Total Heating Surface of Boilers 10233 sq. ft. Spt. 264.5 } each Boiler 4852 }  
 Is Forced Draft fitted Yes No. and Description of Boilers Two W.T. Straight Tube Working Pressure 250 lbs. (Spt. 230)

IS A REPORT ON MAIN BOILERS NOW FORWARDED? No

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? -

Is the donkey boiler intended to be used for domestic purposes only -

**PLANS.** Are approved plans forwarded herewith for Shafting Yes Main Boilers No Auxiliary Boilers - Donkey Boilers -  
 (If not state date of approval)

Superheaters - General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements -

### SPARE GEAR.

Has the spare gear required by the Rules been supplied -

State the principal additional spare gear supplied -

The foregoing is a correct description,

Manufacturer.



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012306-012314-0152

Dates of Survey while building:
 

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

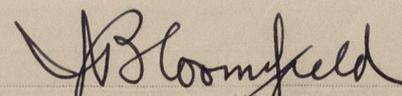
Dates of Examination of principal parts—Cylinders - Slides - Covers -  
 Pistons - Piston Rods - Connecting rods -  
 Crank shaft 28th Sept. '48 Thrust shaft 28th Sept. '48 Intermediate shafts 28th Sept. '48  
 Tube shaft - Screw shaft 28th Sept. '48 Propeller 28th Sept. '48  
 Stern tube 28th Sept. '48 Engine and boiler seatings - Engines holding down bolts -  
 Completion of fitting sea connections -  
 Completion of pumping arrangements 29th Sept. '48 Boilers fixed - Engines tried under steam -  
 Main boiler safety valves adjusted - Thickness of adjusting washers -  
 Crank shaft material OH Steel Identification Mark - Thrust shaft material OH Steel Identification Mark -  
 Intermediate shafts, material OH Steel Identification Marks - Tube shaft, material - Identification Mark -  
 Screw shaft, material OH Steel Identification Mark WAL 5-3-48 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. 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 -

**General Remarks** (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been constructed under the Special Survey and to the requirements of the American Bureau of Shipping and U.S.C.G. The condition and standard of workmanship, as seen at this time, are considered good and satisfactory.

The main and auxiliary machinery of this vessel, has been examined, as opened for survey and placed in good condition (see Report 9). On completion of the Special Survey requirements the machinery of this vessel is eligible, in my opinion, to be classed with this Society with a record of LMC (with date).

The Surveyors are requested not to write on or below the space for Committee's Minute.

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

  
 Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK OCT 13 1948

Committee's Minute

Assigned Classification but unclassified.



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