

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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Date of writing Report 8<sup>TH</sup> APRIL 1947 When handed in at Local Office 8 April 1947 Port of NEW YORK

No. in Survey held at BROOKLYN Date, First Survey 17<sup>TH</sup> MARCH Last Survey 3<sup>RD</sup> APRIL 1947

Reg. Book 75204 on the SINGLE SCREW STEAMSHIP "THORA DAN" EX "HOKE SMITH" (Number of Visits 7) Tons {Gross 7199 Net 4362

Built at SAVANNAH, GA. By whom built SOUTHEASTERN S. B. CORP. Yard No. 23 When built 9-1943

Engines made at HAMILTON, OHIO By whom made GENERAL MCHY CORP Engine No. 7561 When made 9-1943

Boilers made at CHATANOOGA By whom made COMBUSTION ENG<sup>R</sup> Co Boiler No. S 5937 P 5939 When made 9-1943

Registered Horse Power 2500 IHP Owners Port belonging to

Nom. Horse Power as per Rule 652 607 M/Y 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 3 CYL TRIPLE EXPANSION Revs per minute 76

Dia. of Cylinders 24 1/2 - 37 - 70 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 14.175 as fitted 14.25 Crank pin dia. 14.25 Crank webs Mid. length breadth 2-4 1/2 Thickness parallel to axis HP, MP 9" LP 9 1/2 7 1/4 Thickness around eye-hole 14.175 as fitted 14 1/4

Intermediate Shafts, diameter as per Rule 13 1/2 as fitted 13 1/2 Thrust shaft, diameter at collars as per Rule 14.175 as fitted 14 1/4

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 15.04 as fitted 15 1/4 Is the screw shaft fitted with a continuous liner YES

Bronze Liners, thickness in way of bushes as per Rule .759 as fitted .759 Thickness between bushes as per Rule .568 as fitted .568 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 YES

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 YES If two liners are fitted, is the shaft lapped or protected between the liners YES Is an approved Oil Gland or other appliance fitted at the after end of the tube YES

Propeller, dia 18-6 Pitch 16-0 No. of Blades 4 Material BRONZE whether Moveable SOLID Total Developed Surface 117 sq. ft. Length of Bearing in Stern Bush next to and supporting propeller 5-6

Feed Pumps worked from the Main Engines, No. 2 Diameter 4 1/2 Stroke 24 Can one be overhauled while the other is at work YES

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2 Stroke 24 Can one be overhauled while the other is at work YES

Feed Pumps {No. and size 2 - SIMPLEX 12 X 8 X 24 Pumps connected to the Main Bilge Line {No. and size 1 BILGE DUPLEX 10 X 11 X 12 1 BALLAST DUPLEX 10 X 11 X 12 How driven STEAM STEAM STEAM

Ballast Pumps, No. and size ONE DUPLEX 10 X 11 X 12 Lubricating Oil Pumps, including Spare Pump, No. and size NONE

Are two independent means arranged for circulating water through the Oil Cooler YES Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 5 - 3" DIA, 2-2 1/2" DIA, 2-5" DIA, DIRECT. BILGE MAIN RINGS 5" DIA. In Pump Room 3" PORT & STB<sup>2</sup> ALL HOLDS, TUNNEL WELL 2 1/2" DIA

Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE 10" DIA. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 @ 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 No WELDED NOZZLES 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 COCKS

What Pipes pass through the bunkers NONE How are they protected YES

What pipes pass through the deep tanks NONE Have they been tested as per Rule YES

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 ENGINE ROOM

MAIN BOILERS, &c.— (Letter for record S), Total Heating Surface of Boilers 9,704 SQ. FT. + 529 = 10,233 SEE REPORT FOR RECOMMENDATIONS

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

No. and Description of Boilers 2 - SINGLE DRUM CROSS TUBE WT Working Pressure 250 LBS / sq" (Spt 230 lb)

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

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

Can the donkey boiler be used for domestic purposes only YES

PLANS. Are approved plans forwarded herewith for Shafting YES Main Boilers YES Auxiliary Boilers YES Donkey Boilers YES

Superheaters YES General Pumping Arrangements YES Oil fuel Burning Piping Arrangements YES

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES, with the exception of propeller, which it is stated will be placed on board as soon as it is possible to obtain one

State the principal additional spare gear supplied No important spare gear, additional to Rule requirements supplied

The foregoing is a correct description

Manufacturer.



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014364 - 014371 - 0126

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 Thrust shaft Intermediate shafts

Tube shaft Screw shaft Propeller

Stern tube Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted 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 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 **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  If so, state name of vessel *Chelator*

General Remarks (State quality of workmanship, opinions as to class, &c.) *The machinery of this vessel has been built under Special Survey and to the requirements of the American Bureau of Shipping. The scantlings and general arrangements have been checked as far as practicable and found to conform to the enclosed plans. Pumping arrangements examined and found to conform to Rule requirements. The materials and workmanship are in my opinion satisfactory. For recommendations as to Class etc. please see Report 9 attached.*

The amount of Entry Fee ... \$ : When applied for, Special ... \$ 415 : April 22, 1947 Donkey Boiler Fee ... \$ : When received, Travelling Expenses (if any) \$ 3 : 19...

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*H. G. Dundas*  
Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK APR 16 1947 *J. G. J.*

Committee's Minute

Assigned LMC-4,47

