

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 5 MAY 1947

Date of writing Report 8TH 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 MARCH Last Survey 3RD 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^R 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 24½ - 37 - 70 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 14.175 Crank pin dia. 14.25 Crank webs Mid. length breadth 2½ Thickness parallel to axis HP MP 9
 as fitted 14.25 Mid. length thickness 9 LP 9½ Thickness around eye-hole LP 9½ 7¼
 Intermediate Shafts, diameter as per Rule 13½ Thrust shaft, diameter at collars as per Rule 14.175 as fitted 14¼
 Tube Shafts, diameter as per Rule 15.04 Is the { mde } shaft fitted with a continuous liner { YES
 as fitted 15¼ { screw }
 Screw Shaft, diameter as per Rule 15.568 Is the after end of the liner made watertight in the
 as fitted 15.568
 Bronze Liners, thickness in way of bushes as per Rule 25 Thickness between bushes as per Rule 23 Is the after end of the liner made watertight in the
 as fitted 32 32
 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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5-6
 Propeller, dia 18-6 Pitch 16-0 No. of Blades 4 Material BRONZE whether Moveable SOLID 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 YES
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4½ Stroke 24 Can one be overhauled while the other is at work YES
 Feed { No. and size 2 - SIMPLEX 12 X 8 X 24 Pumps connected to the { No. and size 1 BILGE DUPLEX 10 X 11 X 12 1 BALLAST DUPLEX 10 X 11 X 12
 Pumps { How driven STEAM Main Bilge Line { How driven 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 Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 5 - 3" DIA, 2-2½ DIA, 2-5" DIA, DIRECT. BILGE MAIN RINGS 5" DIA
 In Pump Room In Holds, &c. 3" PORT & STB² ALL HOLDS, TUNNEL WELL 2½ 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
 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 ENGINE ROOM
 SEE REPORT FOR RECOMMENDATIONS

MAIN BOILERS, &c.— (Letter for record S) Total Heating Surface of Boilers 9,704 Sq. FT. + 529 = 10,233
 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?
 Can 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) YES Oil fuel Burning Piping Arrangements YES
 Superheaters YES General Pumping 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
 State the principal additional spare gear supplied board as soon as it is possible to obtain one
 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

Chelatron

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.

Certificate to be sent to

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

The amount of Entry Fee ... \$

Special

\$ 415

Donkey Boiler Fee ... \$

Travelling Expenses (if any) \$ 3

When applied for,

Apr 22 1947

When received,

19

A. L. D. Aundus

Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK APR 16 1947

J. F. J.

Committee's Minute

Assigned

LMC - 4,47



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