

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

1 NOV 1949

Date of writing Report 29.10. 1949. When handed in at Local Office

31 OCT 1949

Port of GRIMSEY.

No. in Survey held at IMMINGHAM  
Reg. Book.

Date, First Survey See Rpt. 9.

Last Survey

19

50933 on the Steel Screw Steamer "WILLIAM HOMAN"

(Number of Visits)

Tons { Gross 1793  
Net 995

Built at Sturgeon Bay, Wis. By whom built Leatham D. Smith S.B. Co.,

Yard No. -

When built 1943

Engines made at Corry, Pa.

By whom made Ajax Uniflow

Engine No. -

when made 1943

Boilers made at Saginaw, Mich.

By whom made The Wickes Boiler Co.,

Boiler No. -

when made 1943

Registered Horse Power -

Owners Ministry of Transport.

Port belonging to London.

Nom. Horse Power as per Rule MN 394 ✓

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 Steam Reciprocating, Single-acting in Tandem Revs. per minute -  
Dia. of Cylinders (3) 20"; (3) 44" Length of Stroke 27" No. of Cylinders 6. No. of Cranks 3. ✓  
Crank shaft, dia. of journals as per Rule Approved. 10 3/4" Crank pin dia. 11 1/4" Crank webs Mid. length breadth 14" ✓ Thickness parallel to axis 7" ✓  
as fitted 10 3/4" Mid. length thickness 7" ✓ shrunk Thickness around eye-hole -  
Intermediate Shafts, diameter as per Rule Approved. 10" Thrust shaft, diameter at collars as per Rule Approved. 10 3/4" ✓  
as fitted 10" Is the { tube } shaft fitted with a continuous liner { Yes.  
Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 11 1/4" as fitted 11 1/4" Is the { screw }  
as fitted - Thickness between bushes as per Rule Approved. .752" as fitted .733" Is the after end of the liner made watertight in the  
Bronze Liners, thickness in way of bushes as fitted .752" Thickness between bushes as fitted .733" 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. ✓ Length of Bearing in Stern Bush next to and supporting propeller 45" ✓  
Propeller, dia. 13.5' ✓ Pitch 16.875 No. of Blades 4. Material Bronze whether Moveable No. Total Developed Surface - sq. feet  
Feed Pumps worked from the Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work -  
Bilge Pumps worked from the Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work -  
Feed { No. and size 2 - 10x7x12" main. ✓ Pumps connected to the { No. and size 1 - 5"x10"x12"; 2 - 7 1/2" x 8 1/2" x 10". ✓  
Pumps { How driven 1 - 9x6x12" aux. ✓ Main Bilge Line { How driven Steam. Steam.  
Ballast Pumps, No. and size 2 - 7 1/2" x 8 1/2" x 10". ✓ Lubricating Oil Pumps, including Spare Pump, No. and size 2 - not taken.  
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 E.R. 2 - 2 1/2" dia; Tunnel:—Recess 1 - 2" dia; Well 1 - 3" dia; B.R. 2 - 2 1/2" dia.  
In Holds, &c. No. 1 Hold: 2 - 3" dia. No. 2 Hold: 1 - 3" dia. Side Bunkers: 2 - 2" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 8". ✓ Independent Power Pump Direct Suctions to the Engine Room Bilges,  
No. and size 2 - 4". ✓ 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  
Are all Sea Connections fitted direct on the skin of the ship No. ✓ Are they fitted with Valves or Cocks Valves and cocks. ✓  
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates - 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 No. ✓ worked from -

MAIN BOILERS, &c.—(Letter for record - ) Total Heating Surface of Boilers 4882 sq. ft. Drums 225 lbs.  
Is Forced Draft fitted Induced. ✓ No. and Description of Boilers 2 Water Tube ✓ Working Pressure Supht 220 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.

IS A DONKEY BOILER FITTED? No.

If so, is a report now forwarded? -

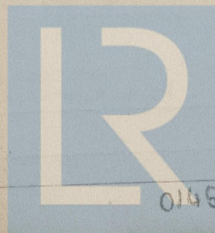
PLANS. Are approved plans forwarded herewith for Shafting - Main Boilers - Auxiliary Boilers - Donkey Boilers -

(If not state date of approval) General Pumping Arrangements - Oil fuel Burning Piping Arrangements -

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register  
Foundation

During progress of work in shops - - -  
 Dates of Survey ~~XXXX~~ ~~XXXXXXXXXXXX~~ on board vessel - - - See Rpt.9.  
 Total No. of visits

Dates of Examination of principal parts—Cylinders 23.6.49. Slides 23. 6.49. Covers 23.6.49.  
 Pistons 23.6.49. Piston Rods 23.6.49. Connecting rods 23.6.49.  
 Crank shaft 21.6.49. Thrust shaft 23.6.49. Intermediate shafts 23.6.49.  
 Tube shaft - Screw shaft 23.5.49. Propeller 12.5.49.  
 Stern tube - Engine and boiler seatings - Engines holding down bolts 14.9.49.  
 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 Steel. Identification Marks ~~AB~~ - ~~186~~ Tube shaft, material Steel. Identification Mark -  
 Screw shaft, material Steel. Identification Mark AB 186 Steam Pipes, material Steel. Test pressure - Date of Test -  
 Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150°F.  
 Have the requirements of the Rules for carrying and burning oil fuel been complied with -  
 Is this machinery duplicate of a previous case Yes. If so, state name of vessel "Freeman Hatch", "Laban Howes".

General Remarks (State quality of workmanship, opinions as to class, &c.

The machinery of this vessel has been built in accordance with the Rules of the American Bureau.  
 The machinery now completely opened out, working parts examined and placed in good order; later examined under steam and found satisfactory.  
 Automatic feed regulators have been fitted to both boilers; feed pipes tested hydraulically to Rule requirements before refitting and found satisfactory.  
 The valve lids and extended spindles in No.1 Hold and the fitting of additional 2" bilge suctions in No.2 Hold has not been dealt with at this time by the Owners.  
 The material and workmanship is good and eligible, in my opinion, to have the records of LMC 9,49 and TS.CL seen 5,49 and the notation of 2 WTB 225lbs (Spt.220 lbs) G.S. 56, HS 4882.

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 ... £ : : When applied for,  
 Special ... £ See Rpt.9 19  
 Donkey Boiler Fee ... £ : : When received,  
 Travelling Expenses (if any) £ : : 19

G.B. Dux  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 30 DEC 1949  
 Assigned See minute on  
 fe. rpt.