

No. 7993

Received at London Office

No. in Survey held at Essington & Chester

Date, First Survey 20 May, 1940. Last Survey Dec. 28. 1940

(Number of Visits

Built at	Charter: Pa.	By whom built	Sum-5B. & 88 Co.	Tons } Net 5405
Engines made at	Essexington.	By whom made	Westinghouse, Elec. & Mfg. Co.	Yard No. 198. When built 1940
Boilers made at	Barlinton: Ohio.	By whom made	Babcock & Wilcox	Engine No. 1A8933-4-5. When made 1940
Shaft Horse Power at Full Power	9000.	Owners	The Texas Co.	Boiler No. MB1484 ^{AVB} . When made 1940.
Nom. Horse Power as per Rule	1718.	Is Refrigerating Machinery fitted for cargo purposes	No	Port belonging to Wilmington Del.
Trade for which Vessel is intended	Carrying Petroleum in Bulk.	Is Electric Light fitted	Yes.	

Cross Compound: Impure Reaction:

No. of Turbines Ahead 2 ✓ Direct coupled, to 1 ✓ propelling shafts. No. of primary pinions to each set of reduction gearing 2 ✓
Astern 1 ✓ single reduction geared
double reduction geared

direct coupled to { Alternating Current Generator \checkmark phase \checkmark periods per second } rated \checkmark Kilowatts \checkmark Volts at \checkmark revolutions per minute.
for supplying power for driving \checkmark \checkmark \checkmark \checkmark

rated ☒ Kilowatts ☒ Volts at ☒ revolutions per minute. Direct coupled, single or double reduction geared to ☒ propelling shafts

[illegible]

Shaft Horse Power at each turbine { H.P. 4500. ✓
I.P. _____ Revolutions per minute, at full power, of each Turbine Shaft { H.P. 5978. ✓
L.P. 4500. ✓ HP 8953. ✓ 1st reduction wheel 590 ✓
I.P. _____ L.P. 4481 ✓ main shaft 90 ✓

Rotor Shaft diameter at journals	H.P. 4" x 5"	Pitch Circle Diameter	1st pinion 119.38"	1st reduction wheel 90.763"	Width of Face	1st reduction wheel 20"
	I.P.		2nd pinion 22.120"	main wheel 144.940"		main wheel 12"
	L.P. 6 1/4"					

Distance between centres of pinion and wheel faces and the centre of the adjacent bearings

1st pinion.....	$15\frac{3}{8}"$	✓	1st reduction wheel.....	$40\frac{1}{2}"$	✓
2nd pinion.....	$40\frac{1}{2}"$	✓	main wheel.....	$43"$	✓

Flexible Pinion Shafts, diameter { 1st ✓
2nd ✓

Pinion Shafts, diameter at bearings

External 1st { 5" ✓
Internal 1st { " ✓ 2nd { ✓
diameter at bottom of pinion teeth { 1st L.P. 11. 470.
2nd 21. 557.

1st 16" 1st 87951. Diameter shaft 11. 470.

Wheel Shafts, diameter at bearings { main 21" ✓ diameter at wheel shroud, { 1st 8 7/8" ✓ Generator Shaft, diameter at bearings ✓
as per rule 18.6 ✓ Thrust Shaft, diameter at bearings { main 14 0.000" ✓ Propelling Motor Shaft, diameter at bearings ✓
Intermediate Shafts, diameter as per rule 19.5 ✓

as fitted 19/2 ✓ **Pin and Nut** 21 ✓ **Tube Shaft, diameter** as fitted ✓
Screw Shaft, diameter as per rule 20.2"
 as fitted 21 13/6 Is the { tube } shaft fitted with a continuous liner { YES. } **Bronze Liners, thickness in way of bushes** as per rule .92"
 as fitted 1/8 ✓

Thickness between bushes *as per rule* ☒ *as fitted* ☒ 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

Is an approved **Oil Gland**

Propeller, diameter 20-6 Pitch 19-8 No. of Blades 4 State whether Moveable SOLID Total Developed Surface 148.5 with 6 gap square feet.

If Single Screw, are arrangements made so that steam can be led direct to the L.P. Turbine YES: Can the H.P. or I.P. Turbine exhaust direct to the

Condenser YES No. of Turbines fitted with condenser 1 1 I.P. No. and size 2. MAIN. HORT. CENTROL: 250 GPM. 550 LB. pressure. 1. AUX. VERT. SIMPLEX 180. " " " 12 x 24

Condenser	1	No. of Turbines furnished with astern wheels	1	Feed Pumps	2 MAIN STEAM TURBINE. 1 AUX. "	How driven	2 MAIN STEAM TURBINE. 1 AUX. "
Pumps connected to the Main Bilge Line	No. and size 1-400 G.P.M. 12"x8 1/2"x12" 1-100 G.P.M. 6"x7"x8" 1-200 G.P.M. centrifugal. How driven 2. Steam 1. Motor						

Ballast Pumps, No. and size. 1. 400 G.P.M. 12 X 8 1/2 X 12. ✓ *Centrifugal*. ✓ Lubricating Oil Pumps, including Spare Pump, No. and size. 1. 300 G.P.M. 10 X 8 X 12. ✓ *Simplex*. ✓

Are two independent means arranged for circulating water through the Oil Cooler. ✓ YES: ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps. ✓

1 VERT. ROTARY. 300 G.P.M. ✓
1 " SIMPLEX. 400. " ✓

As per plan appears. ✓

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 they fitted with Valves or Cocks **VALVES:** ✓
Are the Overboard Discharges above or below the deep water line **Below.**
Are the Blow Off Cocks fitted with a spigot and brass covering plate ✓

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 Yr ✓

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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 ✓ Is it fitted with a watertight door ✓ worked from ✓



BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 10110.

Is Forced Draft fitted YES. No. and Description of Boilers 2. Watertube. Working Pressure 510 lbs

Is a Report on Main Boilers now forwarded? YES.

Is { a Donkey } Boiler fitted? NO. If so, is a report now forwarded? ✓
{ an Auxiliary }

Plans. Are approved plans forwarded herewith for Shafting YES. Main Boilers YES. Auxiliary Boilers ✓ Donkey Boilers ✓
(If not state date of approval)

Superheaters. General Pumping Arrangements YES. Oil Fuel Burning Arrangements YES.

Spare Gear. State the articles supplied:— Please see attached sheet. *not received*

The foregoing is a correct description,

Dates of Survey while building { During progress of work in shops -- } MAY: 20. JUNE: 3. 10. 26. JULY: 31. AUG: 2. 6. 7. 13. 20. 21. 23. OCT: 2. 16. 26. 28. (1940)
{ During erection on board vessel --- } OCT: 4. 12. 16. 21. 24. NOV: 29. DEC: 17. 20. 28. (1940).
Total No. of visits 25.

Dates of Examination of principal parts—Casings 13. AUG: 1940. Rotors 28. OCT. 1940. Blading 28 Oct 1940. Gearing 28. Oct. 1940.

Wheel shaft 16. Oct. 1940. Thrust shaft 16. Oct. 1940. Intermediate shafts 16. Oct. 1940. Tube shaft ✓ Screw shaft 16. Oct. 1940.

Propeller 16 Oct. 1940. Stern tube 24. Oct. 1940. Engine and boiler seatings 16. Oct. 1940. Engine holding down bolts 29. Nov. 1940.

Completion of pumping arrangements 20 Dec 1940 Boilers fired 29. Nov. 1940. Engines tried under steam 20. Dec. 1940.

Main boiler safety valves adjusted 17th Dec. 1940. Thickness of adjusting washers LOCK NUTS:

Rotor shaft, Material and tensile strength O.H. STEEL. 93500. 95000. Identification Mark 4049. W.H.R.

Flexible Pinion Shaft, Material and tensile strength O.H. STEEL: 104500. 105500. Identification Mark 4048 W.H.R.

Pinion shaft, Material and tensile strength O.H. STEEL: H.P. 99000. L.P. 106500. 101000. 103500. Identification Mark 4013. 4014. W.H.R.

1st Reduction Wheel Shaft, Material and tensile strength O.H. STEEL: 107500. 107000. Identification Mark 5573. J.V.E.M.

Wheel shaft, Material O.H. STEEL: Identification Mark 3966. W.H.R. COLLAR Thrust shaft, Material O.H. STEEL: Identification Mark 3966. W.H.R.

Intermediate shafts, Material O.H. Steel Identification Marks 5716. 5717. J.B.C. Tube shaft, Material ✓ Identification Marks ✓

Screw shaft, Material REGULAR. O.H. Steel Identification Marks 3998 W.H.R. 4074 W.H.R. Steam Pipes, Material STEEL: Test pressure 15.30 lbs

Date of test 12. DEC: 1940. 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 ✓ If so, have the requirements of the Rules been complied with

Is this machinery a duplicate of a previous case YES. If so, state name of vessel "OHIO."

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel. has been built under special survey and in accordance with the approved plans. The workmanship and materials are good. It has been satisfactorily installed on board the vessel, tried out under full power and found satisfactory.
In my opinion this installation is entitled to receive the record of J.S. L.M.C 12,40: fitted for oil fuel 12,40. F.P. above 150°F.

Fee as agreed:

The amount of Entry Fee	£ 30.-	When applied for,
Special	£ 600.-	16-1-1941
Donkey Boiler Fee	£	When received,
Travelling Expenses (if any)	£ 30.-	29-1-1941

M. W. Cunningham
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK OCT 15 1941

NOTE- Assigned + L.M.C-12,40
2 WTB (1/2) 510 lbs.



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