

Rpt. 4.

REPORT ON MACHINERY

No. 91

REC'D NEW YORK

Received at London Office SAT. 20 OCT. 1917

Date of writing Report 26 May 1917 When handed in at Local Office Sept 12th 1917 Port of CLEVELAND, OHIO Chicago No. 16.

No. in Survey held at 2000 Date, First Survey Jan. 9, 1917 Last Survey 25 Jan. 1917

Reg. Book. S.S. "CHOCTAW"

Master Dunlop Built at Chicago By whom built Chicago Shipg. Co. (Hull No. 81) Tons 1277

Engines made at Lorain, O. By whom made The American Shipg. Co. (No. 1237) when made 1917. 5

Boilers made at ditto By whom made ditto (No. 1171) when made 1917. 5

Registered Horse Power Owners Atlantic Gulf & West Indies S.S. Lines Port belonging to New York.

Nom. Horse Power as per Section 28 274 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Triple Expansion No. of Cylinders 3 No. of Cranks 3

Dia. of Cylinders 20" 33" 54 Length of Strokes 40" Revs. per minute 85 Dia. of Screw shaft as per rule 10.03 Material of shaft as fitted 10.25 screw shaft

Is the screw shaft fitted with a continuous liner the whole length of the stern tube Yes Is the after end of the liner made water tight

in the propeller boss Yes If the liner is in more than one length are the joints burned No joints 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 Length of stern bush 51"

Dia. of Tunnel shaft as per rule 10.03 10.31 Dia. of Crank shaft journals as per rule 10.82 11" Dia. of Crank pin 11" Size of Crank webs 21" x 7" Dia. of thrust shaft under

collars 11 1/2" Dia. of screw 12" 6" Pitch of Screw 13" 3" No. of Blades 4 State whether moveable No Total surface 60 ft.

No. of Feed pumps 2 Diameter of ditto 3 1/2" Stroke 20" Can one be overhauled while the other is at work Yes

No. of Bilge pumps 2 Diameter of ditto 3 1/2" Stroke 20" Can one be overhauled while the other is at work Yes

No. of Donkey Engines 3 Sizes of Pumps 10 X 12 X 12 12 X 8 X 12 10 X 6 X 10 No. and size of Suctions connected to both Bilge and Donkey pumps

In Engine Room & Boiler Room 4 - 3" In Holds, &c. Found 3" one P. & S. Aft 3" one P. & S.

No. of Bilge Injections 1 sizes 6" Connected to condenser, or to circulating pump pump Is a separate Donkey Suction fitted in Engine room & size Yes - 3"

Are all the bilge suction pipes fitted with roses Yes Are the roses in Engine room always accessible Yes Are the sluices on Engine room bulkheads always accessible Yes

Are all connections with the sea direct on the skin of the ship Yes Are they Valves or Cocks Inlet Valves Blow off cocks.

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Discharge Pipes above or below the deep water line above

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 Yes

What pipes are carried through the bunkers None How are they protected Yes

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges Yes

Dates of examination of completion of fitting of Sea Connections 20-7-17 of Stern Tube 21-7-17 Screw shaft and Propeller 28-7-17

Is the Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Top platform

BOILERS, &c.—(Letter for record S.) Manufacturers of Steel Carnegie Steel Co.

Total Heating Surface of Boilers 5246 Is Forced Draft fitted No No. and Description of Boilers Tur. Cyl. Mult. S.E.

Working Pressure 180 lb Tested by hydraulic pressure to 270 lb Date of test 3.5.17 No. of Certificate 81

Can each boiler be worked separately Yes Area of fire grate in each boiler 63 ft. No. and Description of Safety Valves to

each boiler One double spring Area of each valve 7.070" Pressure to which they are adjusted 180 lb Are they fitted with easing gear Yes

Smallest distance between boilers or uptakes and bunkers or woodwork 6" Int. Mean dia. of boilers 14'-6" Length 11'-2 1/2" Material of shell plates S.

Thickness 1/4" Range of tensile strength 28/32 T. Are the shell plates welded or flanged No Descrip. of riveting: cir. seams L.S.R.

long. seams DBS./7R Diameter of rivet holes in long. seams 1 1/16" Pitch of rivets 8 1/2" Lap of plates or width of butt straps 19 3/4"

Per centages of strength of longitudinal joint rivets 94.7 plate 84.2 Working pressure of shell by rules 192 lb Size of manhole in shell 15" x 11"

Size of compensating ring 33 x 33 No. and Description of Furnaces in each boiler 3 Marine Material S. Outside diameter 46"

Length of plain part top bottom Thickness of plates crown 5/8 bottom 5/8 Description of longitudinal joint Weld. No. of strengthening rings

Working pressure of furnace by the rules 219 lb Combustion chamber plates: Material S. Thickness: Sides 5/8 Back 5/8 Top 5/8 Bottom 5/8

Pitch of stays to ditto: Sides 7 1/16 Back 7 1/16 Top 8 x 7 1/2 If stays are fitted with nuts or riveted heads Yes 8 1/2 75 Working pressure by rules 180 lb

Material of stays S. Diameter at smallest part 1.26 Area supported by each stay 55.3 Working pressure by rules 182 lb End plates in steam space:

Material S. Thickness 3/32 Pitch of stays 7 1/16 How are stays secured D.N. Working pressure by rules 199 lb Material of stays S.

Diameter at smallest part 5.4 Area supported by each stay 26.8 Working pressure by rules 210 lb Material of Front plates at bottom S.

Thickness 3/16 Material of Lower back plate S. Thickness 5/8 + 1/4 DBS. Greatest pitch of stays 2 1/2 - 6 1/2 Working pressure of plate by rules 266 lb

Diameter of tubes 3 1/4 Pitch of tubes 4 1/4 4/8 Material of tube plates S. Thickness: Front 3/4 Back 3/4 Mean pitch of stays 2 1/2 - 8 1/2

Pitch across wide water spaces 13 3/4 Working pressures by rules 183 lb Girders to Chamber tops: Material S. Depth and

thickness of girder at centre 8 5/8 1 1/2 Length 43 per rule 30 Distance apart 8 Number and pitch of stays in each 3 @ 7 1/2

Working pressure by rules 220 lb Superheater or Steam chest; how connected to boiler None Can the superheater be shut off and the boiler worked

separately Diameter Length Thickness of shell plates Material Description of longitudinal joint Diam. of rivet

holes Pitch of rivets Working pressure of shell by rules Diameter of flue Material of flue plates Thickness

If stiffened with rings Distance between rings Working pressure by rules End plates: Thickness How stayed

Working pressure of end plates Area of safety valves to superheater Are they fitted with easing gear

Lloyd's Register
W 321-0093
Foundation

IS A DONKEY BOILER FITTED? No. ✓

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:— 2 Connecting Rod End Bolts + nuts — 2 Bottom End ditto
2 Main Bearing Bolts + nuts — 1 set Coupling Bolts — 1 set Feed + Bilge Pump
Valves — Assorted bolts + nuts — Assorted iron.

The foregoing is a correct description,

The American Ship Bldg Co. **Manufacturer.**

DATES OF SURVEY WHILE BUILDING.

Dates of Survey while building	During progress of work in shops --	ENG. 1917. Mar 23-30. Apr 6, 9, 11, 19, 25-30. May 3, 10, 17, 18, 25. CLAS. 1917. Jan 9, 12, 16, 22, 31. Feb. 3, 7, 14, 17, 22. Mar 2, 7, 19, 23-30. Apr 4, 9, 11, 12, 19, 20, 25, 30. May 2, 1917.
	During erection on board vessel --	May 4, June 8, July 19, 20, 21, 24, 28, 30. Aug. 2, 4, 10, 11, 16, 23, 27, 29, 31. Sept. 5.
	Total No. of visits.	46.
	Is the approved plan of main boiler forwarded herewith <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes DUPLICATE	

Is the approved plan of main boiler forwarded herewith. No
DUPLICATE 1175

Dates of Examination of principal parts—Cylinders 25. 4. 17 Slides 25. 6. 17 Covers 25. 6. 17 Pistons 17. 5. 17 Rods 17. 5. 17

Connecting rods 30-4-17 Crank shaft 0-5-17 Thrust shaft 0-5-17 Tunnel shafts 30-7-17 Screw shaft 3-4-17 Propeller 20-7-17

Stern tube 19-7-17 Steam pipes tested 14-8-17 Engine and boiler seatings 1-8-17 Engines holding down bolts 31-8-17

Completion of pumping arrangements 31-8-17 Boilers fixed 27-8-17 Engines tried under steam 5-9-17

Main boiler safety valves adjusted 31-8-17 Thickness of adjusting washers P.F. $27/64$ P.A. $47/64$ S.F. $1/32$ S.A. $3/32$ 260 yds.

Material of Crank shaft O. H. S. Identification Mark on Do. W. 1917 Material of Thrust shaft O. H. S. Identification Mark on Do. W. 1917

Material of Tunnel shafts O. H. S. Identification Marks on Do. ^{LLOYDS} Nos. ^{609 to 613 incl.} 609 to 613 Material of Screw shafts O. H. S. Identification Marks on Do. ^{LLOYDS} 3/4/17. F. W.

Material of Steam Pipes Steel ✓ Test pressure 540 lbs ✓

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 Section 49 of the Rules been complied with ☒

Is this machinery duplicate of a previous case yes If so, state name of vessel S.S. "DANEBOG", Glenwood Rept. No 8

General Remarks (State quality of workmanship, opinions as to class, &c. *The above Engines and Boilers*

[illegible]

~~has been constructed under Special Survey. The materials and construction are~~

in their construction are sound and good.

They have been found and 5 things (I.M.) to be fitted on board the ship.

81. being constructed by The Chinese Shipbuilding Co.

18

The Machinery & Boilers for this Vessel have been fitted on board in a satisfactory manner.

I # 101: 2 # 11: 3 # 12: 4 # 13: 5 # 14: 6 # 15: 7 # 16: 8 # 17: 9 # 18: 10 # 19: 11 # 20: 12 # 21: 13 # 22: 14 # 23: 15 # 24: 16 # 25: 17 # 26: 18 # 27: 19 # 20: 21 # 22: 23 # 24: 25 # 26: 27 # 28: 29 # 30: 31 # 32: 33 # 34: 35 # 36: 37 # 38: 39 # 40: 41 # 42: 43 # 44: 45 # 46: 47 # 48: 49 # 50: 51 # 52: 53 # 54: 55 # 56: 57 # 58: 59 # 60: 61 # 62: 63 # 64: 65 # 66: 67 # 68: 69 # 70: 71 # 72: 73 # 74: 75 # 76: 77 # 78: 79 # 80: 81 # 82: 83 # 84: 85 # 86: 87 # 88: 89 # 90: 91 # 92: 93 # 94: 95 # 96: 97 # 98: 99 # 100: 101 # 102: 103 # 104: 105 # 106: 107 # 108: 109 # 110: 111 # 112: 113 # 114: 115 # 116: 117 # 118: 119 # 120: 121 # 122: 123 # 124: 125 # 126: 127 # 128: 129 # 130: 131 # 132: 133 # 134: 135 # 136: 137 # 138: 139 # 140: 141 # 142: 143 # 144: 145 # 146: 147 # 148: 149 # 150: 151 # 152: 153 # 154: 155 # 156: 157 # 158: 159 # 160: 161 # 162: 163 # 164: 165 # 166: 167 # 168: 169 # 170: 171 # 172: 173 # 174: 175 # 176: 177 # 178: 179 # 180: 181 # 182: 183 # 184: 185 # 186: 187 # 188: 189 # 190: 191 # 192: 193 # 194: 195 # 196: 197 # 198: 199 # 200: 201 # 202: 203 # 204: 205 # 206: 207 # 208: 209 # 210: 211 # 212: 213 # 214: 215 # 216: 217 # 218: 219 # 220: 221 # 222: 223 # 224: 225 # 226: 227 # 228: 229 # 230: 231 # 232: 233 # 234: 235 # 236: 237 # 238: 239 # 240: 241 # 242: 243 # 244: 245 # 246: 247 # 248: 249 # 250: 251 # 252: 253 # 254: 255 # 256: 257 # 258: 259 # 260: 261 # 262: 263 # 264: 265 # 266: 267 # 268: 269 # 270: 271 # 272: 273 # 274: 275 # 276: 277 # 278: 279 # 280: 281 # 282: 283 # 284: 285 # 286: 287 # 288: 289 # 290: 291 # 292: 293 # 294: 295 # 296: 297 # 298: 299 # 300: 301 # 302: 303 # 304: 305 # 306: 307 # 308: 309 # 310: 311 # 312: 313 # 314: 315 # 316: 317 # 318: 319 # 320: 321 # 322: 323 # 324: 325 # 326: 327 # 328: 329 # 330: 331 # 332: 333 # 334: 335 # 336: 337 # 338: 339 # 340: 341 # 342: 343 # 344: 345 # 346: 347 # 348: 349 # 350: 351 # 352: 353 # 354: 355 # 356: 357 # 358: 359 # 360: 361 # 362: 363 # 364: 365 # 366: 367 # 368: 369 # 370: 371 # 372: 373 # 374: 375 # 376: 377 # 378: 379 # 380: 381 # 382: 383 # 384: 385 # 386: 387 # 388: 389 # 390: 391 # 392: 393 # 394: 395 # 396: 397 # 398: 399 # 400: 401 # 402: 403 # 404: 405 # 406: 407 # 408: 409 # 410: 411 # 412: 413 # 414: 415 # 416: 417 # 418: 419 # 420: 421 # 422: 423 # 424: 425 # 426: 427 # 428: 429 # 430: 431 # 432: 433 # 434: 435 # 436: 437 # 438: 439 # 440: 441 # 442: 443 # 444: 445 # 446: 447 # 448: 449 # 450: 451 # 452: 453 # 454: 455 # 456: 457 # 458: 459 # 460: 461 # 462: 463 # 464: 465 # 466: 467 # 468: 469 # 470: 471 # 472: 473 # 474: 475 # 476: 477 # 478: 479 # 480: 481 # 482: 483 # 484: 485 # 486: 487 # 488: 489 # 490: 491 # 492: 493 # 494: 495 # 496: 497 # 498: 499 # 500: 501 # 502: 503 # 504: 505 # 506: 507 # 508: 509 # 510: 511 # 512: 513 # 514: 515 # 516: 517 # 518: 519 # 520: 521 # 522: 523 # 524: 525 # 526: 527 # 528: 529 # 530: 531 # 532: 533 # 534: 535 # 536: 537 # 538: 539 # 540: 541 # 542: 543 # 544: 545 # 546: 547 # 548: 549 # 550: 551 # 552: 553 # 554: 555 # 556: 557 # 558: 559 # 560: 561 # 562: 563 # 564: 565 # 566: 567 # 568: 569 # 570: 571 # 572: 573 # 574: 575 # 576: 577 # 578: 579 # 580: 581 # 582: 583 # 584: 585 # 586: 587 # 588: 589 # 590: 591 # 592: 593 # 594: 595 # 596: 597 # 598: 599 # 600: 601 # 602: 603 # 604: 605 # 606: 607 # 608: 609 # 610: 611 # 612: 613 # 614: 615 # 616: 617 # 618: 619 # 620: 621 # 622: 623 # 624: 625 # 626: 627 # 628: 629 # 630: 631 # 632: 633 # 634: 635 # 636: 637 # 638: 639 # 640: 641 # 642: 643 # 644: 645 # 646: 647 # 648: 649 # 650: 651 # 652: 653 # 654: 655 # 656: 657 # 658: 659 # 660: 661 # 662: 663 # 664: 665 # 666: 667 # 668: 669 # 670: 671 # 672: 673 # 674: 675 # 676: 677 # 678: 679 # 680: 681 # 682: 683 # 684: 685 # 686: 687 # 688: 689 # 690: 691 # 692: 693 # 694: 695 # 696: 697 # 698: 699 # 700: 701 # 702: 703 # 704: 705 # 706: 707 # 708: 709 # 710: 711 # 712: 713 # 714: 715 # 716: 717 # 718: 719 # 720: 721 # 722: 723 # 724: 725 # 726: 727 # 728: 729 # 730: 731 # 732: 733 # 734: 735 # 736: 737 # 738: 739 # 740: 741 # 742: 743 # 744: 745 # 746: 747 # 748: 749 # 750: 751 # 752: 753 # 754: 755 # 756: 757 # 758: 759 # 760: 761 # 762: 763 # 764: 765 # 766: 767 # 768: 769 # 770: 771 # 772: 773 # 774: 775 # 776: 777 # 778: 779 # 780: 781 # 782: 783 # 784: 785 # 786: 787 # 788: 789 # 790: 791 # 792: 793 # 794: 795 # 796: 797 # 798: 799 # 800: 801 # 802: 803 # 804: 805 # 806: 807 # 808: 809 # 810: 811 # 812: 813 # 814: 815 # 816: 817 # 818: 819 # 820: 821 # 822: 823 # 824: 825 # 826:

In the opinion of the undersigned the vessel is entitled to the notation

in the Register Book, with date of entry 4/1/.

It is submitted that

this vessel is eligible for
RE-REGISTRATION

THE RECORD. 7 LMC 9.11.

412.

25/10/17.

The amount of Entry Fee ... \$10.00 : When applied for,

Special 2nd. Cleveland £ 112.00 : Sept. 12 1917
1st. Chicago. 56.50 W. Cane R. H. Hollander

Donkey Boiler Fee	Chicago 8.00	When received	17/11/17	Engineer Surveyor to Lloyd's Register of British & Foreign Shipping
-------------------	--------------	---------------	----------	---

Travelling Expenses (if any) £. *15/10.11* 29/10

Committee's Minute New York SEP 25 1917

Assigned + Lmb 917 50 0.00

Assigned _____ Elec. Light _____ 20-10

MAINTENANCE BATTLE



 National Endowment for the Humanities
 Foundation

