

Rpt. 4.

REPORT ON MACHINERY.

4389
No. 200

Date of writing Report MAY 22 1922 When handed in at Local Office MAY 22 1922 Port of Chicago, U.S.A.
No. in Survey held at Chicago, U.S.A. Date, First Survey Nov. 1, 1921 Last Survey March 4, 1922
Reg. Book. on the WOOD TUG "LADY CORDEAUX" Number of Visits 16 MAY 19

Master — Built at MILFORD, DEL. By whom built VINYARD S. B. CO. Tons — Gross — Net — When built 1922

Engines made at Chicago, U.S.A. By whom made Maine Iron Works when made 1922

Boilers made at OSWEGO, N.Y. By whom made THE KINGSFORD FRY & MACHINE WORKS when made 1922

Registered Horse Power — Owners COLONIAL GOVT. OF THE BAHAMAS Port belonging to NASSAU

Nom. Horse Power as per Section 28 135 79 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

Engines, &c.—Description of Engines Compound No. of Cylinders 2 No. of Cranks 2

Dia. of Cylinders 15"-30" Length of Stroke 18" Revs. per minute 60 Dia. of Screw shaft 7 1/4" Material of screw shaft Steel

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

the propeller boss Yes If the liner is in more than one length are the joints burned 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 — If two

liners are fitted, is the shaft lapped or protected between the liners YES Length of stern bush 2'-6"

Dia. of Tunnel shaft 6.375" Dia. of Crank shaft journals 6.8" Dia. of Crank pin 6 7/8" Size of Crank webs 4 1/2" x 14" Dia. of thrust shaft under

rollers 1 1/4" Dia. of screw 7'-0" Pitch of Screw 10'-6" No. of Blades 14 State whether moveable No Total surface 12 sq

No. of Feed pumps — Diameter of ditto — Stroke — Can one be overhauled while the other is at work —

No. of Bilge pumps — Diameter of ditto — Stroke — Can one be overhauled while the other is at work —

No. of Donkey Engines THREE Sizes of Pumps 6"x4"x6", 4"x4"x6", 2"x6"x6" No. and size of Suctions connected to both Bilge and Donkey pumps

Engine Room TWO 2" In Holds, &c. ONE 3" IN HOLD, ONE 2" IN FPK.

No. of Bilge Injections Y sizes 8" Connected to condenser, or to circulating pump YES Is a separate Donkey Suction fitted in Engine room & size YES, 2"

Are all the bilge suction pipes fitted with roses YES Are the roses in Engine room always accessible YES Are the stices on Engine room bulkheads always accessible NONE

Are all connections with the sea direct on the skin of the ship YES Are they Valves or Cocks VALVES

Are they fixed sufficiently high on the ship's side to be seen without lifting the stowhold plates No 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 No Are the Blow Off Cocks fitted with a spigot and brass covering plate YES

Are the pipes carried through the bunkers SCUM & BLOW-OFF PIPES How are they protected WOOD CASING

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

Is the Screw Shaft Tunnel watertight — Is it fitted with a watertight door — worked from —

Boilers, &c.—(Letter for record —) Manufacturers of Steel SEE SEPARATE REPORT.

Total Heating Surface of Boilers — Is Forced Draft fitted — No. and Description of Boilers —

Working Pressure — Tested by hydraulic pressure to — Date of test — No. of Certificate —

Is each boiler worked separately — Area of fire grate in each boiler — No. and Description of Safety Valves to —

each boiler — Area of each valve — Pressure to which they are adjusted — Are they fitted with easing gear —

Smallest distance between boilers or uptakes and bunkers or woodwork — Mean dia. of boilers — Length — Material of shell plates —

Thickness — Range of tensile strength — Are the shell plates welded or flanged — Descrip. of riveting: cir. seams —

1. seams — Diameter of rivet holes in long. seams — Pitch of rivets — Lap of plates or width of butt straps —

Percentages of strength of longitudinal joint — Working pressure of shell by rules — Size of manhole in shell —

of compensating ring — No. and Description of Furnaces in each boiler — Material — Outside diameter —

Length of plain part — Thickness of plates — Description of longitudinal joint — No. of strengthening rings —

Working pressure of furnace by the rules — Combustion chamber plates: Material — Thickness: Sides — Back — Top — Bottom —

of stays to ditto: Sides — Back — Top — If stays are fitted with nuts or riveted heads — Working pressure by rules —

Material of stays — Area at smallest part — Area supported by each stay — Working pressure by rules — End plates in steam space: —

Material — Thickness — Pitch of stays — How are stays secured — Working pressure by rules — Material of stays —

Area at smallest part — Area supported by each stay — Working pressure by rules — Material of Front plates at bottom —

Thickness — Material of Lower back plate — Thickness — Greatest pitch of stays — Working pressure of plate by rules —

Diameter of tubes — Pitch of tubes — Material of tube plates — Thickness: Front — Back — Mean pitch of stays —

Working pressures by rules — Girders to Chamber tops: Material — Depth and —

Thickness of girder at centre — Length as per rule — Distance apart — Number and pitch of stays in each —

Working pressure by rules — Steam dome: description of joint to shell — % of strength of joint —

Diameter — Thickness of shell plates — Material — Description of longitudinal joint — Diam. of rivet holes —

Pitch of rivets — Working pressure of shell by rules — Crown plates — Thickness — How stayed —

SUPERHEATER. Type — Date of Approval of Plan — Tested by Hydraulic Pressure to —

Date of Test — Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler —

Diameter of Safety Valve — Pressure to which each is adjusted — Is Easing Gear fitted —

IS A DONKEY BOILER FITTED? **NO.**

If so, is a report now forwarded? —

SPARE GEAR. State the articles supplied —

Spare gear forwarded by Eng. Masters & Nassau.

The foregoing is a correct description,

W.H. Bates Mgr

MARINE IRON WORKS,
CHICAGO.

Manufacturer.

Dates of Survey while building { During progress of work in shops -- 1921. Nov 1, 19. 21. Dec 2, 1922. Jan 4, 16, 17. Feb 7, 13. Mar 4.
During erection on board vessel -- 1922. MAR. 3, 30. APR. 8, 24. MAY 11, 19.
Total No. of visits 16.

Is the approved plan of main boiler forwarded herewith **YES.**

Dates of Examination of principal parts—Cylinders 7-1-22. Slides 4-4-22. Covers 7-2-22. Pistons 4-4-22. Rods 7-2-22
Connecting rods 7-2-22. Crank shaft 7-2-22. Thrust shaft 17-1-22. Tunnel shafts — Screw shaft 17-1-22. Propeller 3-3-22
Stern tube 3-3-22. Steam pipes tested 11-5-22. Engine and boiler seatings 3-3-22. Engines holding down bolts 11-5-22

Completion of pumping arrangements 11-5-22. Boilers fired 24-4-22. Engines tried under steam 19-5-22
Completion of fitting sea connections 8-4-22. Stern tube 8-4-22. Screw shaft and propeller 8-4-22

Main boiler safety valves adjusted 19-5-22. Thickness of adjusting washers —

Material of Crank shaft **Steel** Identification Mark on Do. **N. H. M.** Material of Thrust shaft **Steel** Identification Mark on Do. **N. H. M.**

Material of Tunnel shafts — Identification Marks on Do. — Material of Screw shafts **Steel** Identification Marks on Do. **N. H. M.**

Material of Steam Pipes **SOLID DRAWN COPPER** Test pressure **350 lbs. per sq. in.**

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 **NO.** If so, state name of vessel —

General Remarks (State quality of workmanship, opinions as to class, &c. **This engine has been constructed under special survey, the material has been tested in accordance with the British Rules and the workmanship is good. The engine has been forwarded to the Drydock S. S. Co. to be fitted on board Hull No. 60.**

THE ENGINES HAVE BEEN FITTED ON BOARD IN A SATISFACTORY MANNER, THEY WERE TRIED UNDER FULL WORKING CONDITIONS & WERE FOUND TO WORK SATISFACTORYLY, IN OUR OPINION THEY ARE IN SAFE WORKING CONDITION & ELIGIBLE FOR RECORD
L.M.C. 5-22

It is submitted that
this vessel is eligible for
THE RECORD.

L.M.C. 5-22 F.D.

29/6/22

Pugh fees (79 N.H.P.)

The amount of Entry Fee ... \$15.00

Special ... \$168.75

Donkey Boiler Fee ... \$

Travelling Expenses (if any) ... \$28.00

Chicago 2.50

Committee's Minute

New York. JUN 18 1922

When applied for,

May 31 1922

When received,

3/6/22

W. Buchanan

J. H. Maguire, Esq. J. H. Boyle
Engineer Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register
Foundation