

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report Aug. 10, 1943 When handed in at Local Office Aug. 10, 1943 Port of Baltimore, MarylandNo. in Survey held at Baltimore, Maryland Date, First Survey June 30th, 1942 Last Survey May 18th, 1943Reg. Book. 79812 on the S. S. "SWEEP" (Ex "OLEAN") (Number of Visits 58)Built at Philadelphia By whom built W. Cramp & Sons S. & E.B. Co. Yard No. - When built 1919Engines made at Hamilton, Ohio By whom made Hoooven Owen Rentschler Co Engine No. USSB 924 When made 1919Boilers made at Cartaret, New Jersey By whom made Foster Wheeler Co. Boiler No. 787 When made 1941Registered Horse Power 2800 Owners War Shipping Administration Port belonging to New YorkNom. Horse Power as per Rule 350 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted YesTrade for which Vessel is intended Carrying Petroleum in bulk.

**ENGINES, &c.**—Description of Engines. Reciprocating triple expansion Revs. per minute 74 Max.

Dia. of Cylinders 24 1/2" - 68" Length of Stroke 48" No. of Cylinders Three No. of Cranks Three

Crank shaft, dia. of journals as per Rule 13.94" Crank pin dia. 14 3/8" Crank webs Mid. length breadth 29 3/4" Thickness parallel to axis 7 7/16"

Intermediate Shafts, diameter as per Rule 13.28 Thrust shaft, diameter at collars as per Rule 14" .04

Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 14" .83 Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 0" .75 Thickness between bushes as per Rule 0" .57 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 One length

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 If so, state type - Length of Bearing in Stern Bush next to and supporting propeller as original

Propeller, dia. 17'6" Pitch 15'3" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 113.6 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. Two Diameter 5" Stroke 21" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size Two 12" x 8" x 24" Pumps connected to the { No. and size Three 10" x 7 1/2" x 10" - 12" x 8 1/2" x 12" - 7" x 6" x 10"

How driven Steam Main Bilge Line { How driven Steam

Ballast Pumps, No. and size Cargo pumps (as original) Lubricating Oil Pumps, including Spare Pump, No. and size -

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 3 - 3" 1 - 10" 2 - 3"

In Pump Room as original In Holds, &c. -

**Main Water Circulating Pump Direct Bilge Suctions, No. and size** One - 10" **Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size** Three - 3"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes -

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 Yes Are they fitted with Valves or Cocks Yes

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 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 pass through the bunkers One suction from cofferdam How are they protected extra heavy pipe all welded.

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

**MAIN BOILERS, &c.**—(Letter for record -) Total Heating Surface of Boilers 4012 sq. feet.

Which Boilers are fitted with Forced Draft P. & S. Which Boilers are fitted with Superheaters None

No. and Description of Boilers Two Foster Wheeler Water Tube Working Pressure 220 lbs.

**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)

Superheaters - General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

## SPARE GEAR.

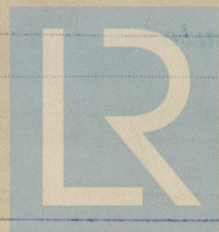
Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied One spare screwshaft with nut

One main feed check valve and chest complete.

The foregoing is a correct description.

Manufacturer.



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During progress of work in shops - - -  
Dates of Survey while building  
Sept. 8, 9, 10, 11, 15, 19, 23, Oct. 16, 17, 22, 27, 28, Nov. 3, 4, 5, 7, 10, 28, 30, Dec. 1, 2, 3, 7, 11, 17, 1942. Jan. 6, 9, 28, Feb. 2, 3, 6, 13, 17, 27, Mar. 4, 8, 9, 17, 18, 22, 26, 27, April 5, 11, 13, 15, 16, 18, 19, 20, 21, 22, 23, 24, 26, 30, May 4, 8  
Total No. of visits 58

Dates of Examination of principal parts—Cylinders Dec. 1, 30, 1942 Slides Feb. 6th Covers Feb. 6th  
Pistons March 4th Piston Rods March 4th Connecting rods March 4th  
Crank shaft Dec. 7, 1942 Thrust shaft Feb. 27th Intermediate shafts March 31st  
Tube shaft - Screw shaft Jan. 6th, 28th, March 26th Propeller March 26th  
Stern tube Sept. 9th, 1942 Engine and boiler seatings Nov. 4th, 1942 Engines holding down bolts Feb. 17th  
Completion of fitting sea connections March 27th  
Completion of pumping arrangements April 22, Boilers fixed March 18th Engines tried under steam April 26th  
Main boiler safety valves adjusted April 13th Thickness of adjusting washers -  
Crank shaft material Identification Mark - Thrust shaft material Identification Mark -  
Intermediate shafts, material O. H. Steel Identification Marks 3791 J.V. Tube shaft, material C.M. Identification Mark -  
Screw shaft, material O.H. Steel Identification Mark 3791 J.V. Steam Pipes, material Seamless Steel Test pressure 700 lbs. Date of Test March 27th  
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 -  
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 -

**General Remarks** (State quality of workmanship, opinions as to class, &c. The main engine of this vessel was built in 1919 but various parts have been removed for use on other vessels. See Rpt. 9. During installation the main engine was entirely rebuilt and all parts machined and fitted as necessary.

The machinery of this vessel has been installed in accordance with the Society's Rules and the workmanship during installation is satisfactory. The propelling machinery and all auxiliaries have been tested under full working conditions and the machinery is in good and safe working condition and is eligible in my opinion to have the notations L.M.C. 5,43 NE '19 Refitted 5,43, NB (WT) '41 Fitted 5,43. Fitted for fuel oil 5,43 F.P. above 150° F. and a record of tailshaft (CL) new 3,43, subject to the H.P. crankshaft journals and webs and to the L.P. cylinder being specially examined within twelve months, i.e. before the end of May 1944.

The amount of Entry Fee ... £ 632.75 : When applied for,  
Special Late.. ... £ 20.00 : 10th Aug, 1943  
Donkey Boiler ... £ : When received,  
Balto. ... £ :  
Travelling Expenses (N.Y.) £ 79.74 :  
N. Y. 147.00 : 19...

Committee's Minute

NEW YORK AUG 25 1943

Assigned NE 19 refitted 5.43



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