

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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of writing Report July 10<sup>th</sup> 1940 When handed in at Local Office July 15<sup>th</sup> 1940 Port of NEW YORK  
 in Survey held at New Jersey & Brooklyn, New York Date, First Survey January 29<sup>th</sup> Last Survey June 27<sup>th</sup> 1940  
 on the S.S. VALIENTE ex. OBRIEN BROTHERS (Number of Visits 14)  
 Tons { Gross 5967  
 Net 3741  
 Built at Portsmouth, N.H. By whom built Atlantic Corporation Yard No. 6 When built 1920  
 Engines made at Portsmouth, N.H. By whom made Atlantic Corporation Engine No. 6 When made 1920  
 Boilers made at Oil City, Pennsylvania By whom made Atlantic Corporation Boiler No. 1337, 1338 When made 1920  
 Registered Horse Power ✓ Owners Compania Diana De Vapores S.A. Port belonging to Panama  
 Net Horse Power as per Rule 603 Is Refrigerating Machinery fitted for cargo purposes NO. Is Electric Light fitted yes  
 Trade for which Vessel is intended Freighter

**ENGINES, &c.—Description of Engines** Triple Expansion Revs. per minute 80  
 No. of Cylinders 24 1/2, 4 1/2, 72 Length of Stroke 48" No. of Cranks 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 13.9" Crank pin dia. 14 1/4" Crank webs Mid. length breadth 28 5/8" Thickness parallel to axis 8 1/2"  
 as fitted 14" Mid. length thickness 9 1/2" shrunk Thickness around eye-hole 6" & 7 3/4"  
 Intermediate Shafts, diameter as per Rule 13 1/2" Thrust shaft, diameter at collars as per Rule 13.9  
 as fitted 13 1/2" as fitted 14"  
 Propeller Shafts, diameter as per Rule ✓ Screw Shaft, diameter as per Rule 14.65 Is the tube shaft fitted with a continuous liner yes  
 as fitted ✓ as fitted 15.25 Is the screw shaft fitted with a continuous liner yes  
 Liners, thickness in way of bushes as per Rule 33/32" Thickness between bushes as per Rule 1/2" Is the after end of the liner made watertight in the  
 as fitted 3/4" as fitted 1/2" ✓  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓  
 Is an approved Oil Gland or other appliance fitted at the after end of the tube ✓  
 Propeller, dia. 17'-0" Pitch 14'-9" No. of Blades 4 Length of Bearing in Stern Bush next to and supporting propeller 5'-0"  
 Material cast iron blades, whether Moveable yes Total Developed Surface 94 sq. feet  
 Main Engines, No. NONE Diameter — Stroke — Can one be overhauled while the other is at work —  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 24" Can one be overhauled while the other is at work yes  
 Pumps connected to the Main Bilge Line { No. and size 2 main engine ram pumps 5" dia. 24" stroke & 2 independent  
 How driven steam Main Bilge Line { How driven steam pumps (10" x 12" x 12") & (12" x 8 1/2" x 12")  
 Lubricating Oil Pumps, including Spare Pump, No. and size NONE  
 Suctions, connected to both Main Bilge Pumps and Auxiliary  
 In Holds, &c. 2 sections in each hold 3 1/2" dia.

**WATER CIRCULATING PUMP DIRECT BILGE SUCTIONS, No. and size** 1, 10" dia. port side. Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 and size one 3 1/2" dia. starboard side. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes  
 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  
 all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks valves except bilge flow down cock.  
 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  
 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  
 Pipes pass through the bunkers sanitary pipes How are they protected coal bunkers not unused, Vessel old find.  
 Pipes pass through the deep tanks NONE (PIPE TUNNEL FITTED) Have they been tested as per Rule yes  
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes  
 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  
 department to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from Cylinders top grating in engine room.

**IN BOILERS, &c.—(Letter for record)** Total Heating Surface of Boilers 9150 sq ft  
 which Boilers are fitted with Induced Draft all Which Boilers are fitted with Superheaters NONE  
 and Description of Boilers 3 water tube, Foster Marine Type Working Pressure 215 lbs.  
**A REPORT ON MAIN BOILERS NOW FORWARDED?** yes  
**A DONKEY BOILER FITTED?** NO If so, is a report now forwarded? —  
 the donkey boiler be used for domestic purposes only —

**A.N.S.** Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers NONE Donkey Boilers NONE  
 (If not state date of approval)  
 heaters ✓ General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

**SPARE GEAR.**  
 the spare gear required by the Rules been supplied yes.  
 the principal additional spare gear supplied One screw shaft, one HP & one I.P. valve rod.

The foregoing is a correct description.

Manufacturer.



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*NEW YORK*

*S. VALIENTE ex O'BRIEN BROTHERS*

*NEW HAVEN, N.H.*

During progress of work in shops --

During erection on board vessel --

Total No. of visits

Dates of Examination of principal parts—Cylinders *April 18<sup>th</sup> & 29<sup>th</sup>* Slides *April 17<sup>th</sup>* Covers *April 17<sup>th</sup>*

Pistons *April 18<sup>th</sup> & 29<sup>th</sup>* Piston Rods *April 18<sup>th</sup> & 29<sup>th</sup>* Connecting rods *April 29<sup>th</sup>*

Crank shaft *April 10<sup>th</sup>* Thrust shaft *April 10<sup>th</sup>* Intermediate shafts *April 10<sup>th</sup>*

Tube shaft *January 30<sup>th</sup>* Screw shaft *January 30<sup>th</sup>* Propeller *January 30<sup>th</sup>*

Stern tube *January 30<sup>th</sup>* Engine and boiler seatings *May 29<sup>th</sup>* Engines holding down bolts *May 29<sup>th</sup>*

Completion of fitting sea connections

Completion of pumping arrangements  Boilers fixed  Engines tried under steam *June 25<sup>th</sup>*

Main boiler safety valves adjusted  Thickness of adjusting washers *Locknuts fitted*

Crank shaft material  Identification Mark  Thrust shaft material  Identification Mark

Intermediate shafts, material  Identification Marks  Tube shaft, material  Identification Mark

Screw shaft, material  Identification Mark  Steam Pipes, material  Test pressure  Date of Test

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 *yes* If so, have the requirements of the Rules been complied with *not L. See Report S. N.Y. No. 40295. N.Y. Report No. 40*

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 *no*

**General Remarks** (State quality of workmanship, opinions as to class, &c.) *The machinery of this vessel was not built under Special Survey, but it has been examined and found to comply with the rules, the workmanship and the material as far as can be seen are good. The machinery has been satisfactorily tried and is now in good & safe working condition and eligible in our opinion to receive the notation LMC 6.40 (induced draught) in the Register Book and her record of T.S. Cl. 1.40*

The amount of Entry Fee ... *25* : When applied for, *JUL 10 1940*

Special LMC ... *390* : When received, *31.7.1940*

Donkey Boiler Fee ... £ : *41*

Travelling Expenses (if any) £ : *41*

Committee's Minute *NEW YORK JUL 24 1940*

Assigned *LMC 6.40 T.S. Cl. 1.40*

*James A. Young & M. Betts*  
Engineer Surveyor to Lloyd's Register of Shipping

Electric generators opened up cylinders pistons, valves, rods, crossheads, connecting rods, crankpins, crankshafts journals & brasses, commutators, armatures tracks & brush holders examined & megger tested & found in good order.

Electrical installation, switches, cables, fuses, fittings & insulation, examined, megger tested & found or placed in good order.

All boilers examined internally & externally with mountings & steam pipes and found or placed in good order.

All steam pipes tested to 430 lb<sup>2</sup> hydrostatic pressure & proven tight.

All boiler safety valves adjusted under steam to 215 lb<sup>2</sup> pressure.

Oil fuel installation & equipment, tanks, burners, pipes, pumps & fire extinguishing apparatus, valves & extension rods examined & tested under working conditions & found in good order.

*Wear & tear repair* Steering engine cylinder block renewed. Stem bush rewooded.

I.P. bottom end brasses reinstalled. Main circulating pump impeller renewed.

Auxiliary circulating pump for auxiliary condenser renewed.

auxiliary condenser retubed. Main condenser repacked.

General service pump liners renewed. Other minor repairs effected.

*J.A.Y.*

