

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

31 AUG 1944

Received at London Office.

Writing Report 12 JULY 1944 When handed in at Local Office 19 JULY 1944 Port of MOBILE, ALABAMA

Survey held at MOBILE, ALABAMA Date, First Survey 24 MARCH 1944 Last Survey 19 MAY 1944

Book. (Number of Visits 6)

on the T.S.S. EL LIBERTADOR Tons {Gross 1,713
Net 750

at DANZIG By whom built DANZIGER WERFT Yard No. S. 59 When built 1929
(THE INTERNATIONAL S.B. & E. CO. LD.)

Engines made at DANZIG By whom made DANZIGER WERFT Engine No. 370 & 371 When made 1929

Boilers made at DANZIG By whom made DANZIGER WERFT Boiler No. 586 & 587 When made 1929

Registered Horse Power 800 Owners KONINKL. NEDERL. STOOMB. MAATS. N.V. Port belonging to AMSTERDAM

Horse Power as per Rule 160 306 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES

Service for which Vessel is intended PRINCIPALLY CARREBEAN SERVICE

Engines, &c.—Description of Engines TRIPLE EXP. (200FF) Revs. per minute 150

No. of Cylinders NOW 330-610-1000 Length of Stroke 675 No. of Cylinders 3 No. of Cranks 3
ORIGIN. 370-610-1000

Crank shaft, dia. of journals as fitted 200 Crank pin dia. 200 Crank webs Mid. length breadth 475 Thickness parallel to axis 125
as per Rule — Mid. length thickness 125 shrunk YES Thickness around eye-hole 90

Intermediate Shafts, diameter as fitted 193 IN WAY OF BEARINGS 200 Thrust shaft, diameter at collars as per Rule —
as fitted 200

Propeller Shafts, diameter as fitted — AND Screw Shaft, diameter as fitted 205 & 206 Is the {tube} shaft fitted with a continuous liner {YES single
as fitted — {screw} shaft fitted with a continuous liner {YES shafts

Size Liners, thickness in way of bushes as per Rule — Thickness between bushes as per Rule —
ORIGINAL as fitted 22 NOW 18 as fitted — Is the after end of the liner made watertight in the

Stern tube boss YES If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner YES — TWO SEPARATE LENGTHS FIT
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 TIGHT FIT
If liners are fitted, is the shaft lapped or protected between the liners YES - W. RUBBER Is an approved Oil Gland or other appliance fitted at the after end of the tube

NO If so, state type — Length of Bearing in STAVT next to and supporting propeller 820
STAVT 2,500 Pitch MEAN 3,300 No. of Blades 3 Material BRONZE whether Moveable NO Total Developed Surface 1.75 sq. ft. EACH PROPELLER

Main Engines, No. 2 Diameter 65 Stroke 300 Can one be overhauled while the other is at work YES

Auxiliary Engines, No. 2 Diameter 65 Stroke 300 Can one be overhauled while the other is at work YES

Bilge Pumps, No. and size TWO - 250 S. x 180 W. x 420 Stroke Pumps connected to the Main Bilge Line { No. and size ONE - 160 S. x 160 W. x 265 Stroke
How driven STEAM - "WEIR PUMPS" Main Bilge Line { How driven STEAM "DUPLIX PUMP"

Lubricating Oil Pumps, including Spare Pump, No. and size NONE

Two independent means arranged for circulating water through the Oil Cooler NONE Suctions, connected to both Main Bilge Pumps and Auxiliary

Pumps, — In Engine and Boiler Room YES

Pump Room NO PUMPROOM In Holds, &c. No's 1 & 2 HOLDS - YES

Water Circulating Pump Direct Bilge Suctions, No. and size ONE - 300 DIAM Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size BILGE, BALLAST & MAIN CIRC. P. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES
Section Centrifugal

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

Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks VALVES & COCKS

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

Pipes pass through the bunkers NONE How are they protected —

Pipes pass through the deep tanks NO DEEP TANK Have they been tested as per Rule. —

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 - EXCEPT Is it fitted with a watertight door YES worked from MAIN DECK OUT-
TOP OF TUNNEL ESCAPE AT MAIN DECK SIDE CASING

IN BOILERS, &c.— (Letter for record —) Total Heating Surface of Boilers 466.8 m² FOR COAL & 508.6 FOR OIL FUEL

Are Boilers fitted with Forced Draft BOTH MAIN BOILERS Which Boilers are fitted with Superheaters NONE

Description of Boilers 2 S.B. w. 3 C.F. EACH Working Pressure 14 kg/cm²

REPORT ON MAIN BOILERS NOW FORWARDED? YES

DONKEY BOILER FITTED? NO If so, is a report now forwarded? —

Can a donkey boiler be used for domestic purposes only —

Are approved plans forwarded herewith for Shafting YES Main Boilers YES Auxiliary Boilers NONE Donkey Boilers NONE
(If not state date of approval) THE PLANS STATED ORIGINALLY APPROVED BY "GERMANISCHER LLOYD"

General Pumping Arrangements NOT OBTAINABLE Oil fuel Burning Piping Arrangements NOT OBTAINABLE

SPARE GEAR.

Spare gear required by the Rules been supplied IN EXCESS OF REQUIREMENTS OF "LLOYD'S RULE."

Principal additional spare gear supplied

The foregoing is a correct description

Manufacturer.



002762-002769-0022

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts — Cylinders — Slides — Covers —

Pistons — Piston Rods — Connecting rods —

Crank shaft — Thrust shaft — Intermediate shafts —

Tube shaft — Screw shaft — Propeller —

Stern tube — Engine and boiler seatings — Engines holding down bolts —

Completion of fitting sea connections —

Completion of pumping arrangements — Boilers fixed — Engines tried under steam —

Main boiler safety valves adjusted — Thickness of adjusting washers —

Crank shaft material **S.M. MILD STEEL** Identification Mark — Thrust shaft material **S.M. MILD STEEL** Identification Mark —

Intermediate shafts, material **S.M. MILD STEEL** Identification Marks — ^{a SCREW} Tube shaft, material **S.M. MILD STEEL** Identification Mark —

Screw shaft, material — Identification Mark — Steam Pipes, material **STEEL** Test pressure **28 kg/cm²** Date of Test **14/4/44**

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

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo **NO** 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 **NO** If so, state name of vessel —

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel was originally built under Special Survey to the Rules of the "GERMANISCHER LLOYD" and maintained under such Rule until outbreak of present hostilities, but since then under "LLOYD'S REGISTER OF SHIPPING'S" year to year examination.

All dimensions and other information shown in this Report are taken from original drawings found on board the vessel - dimensions have been checked to such extent as possible during present overhaul of the machinery and found to correspond with those on the drawings.

All measurements are "METRIC".

Attention is called to the diameter of the H.P. cylinders of the main engines, which originally were 370 m.m., but later reduced to 330 m.m. by increasing the thickness of the liners.

All workmanship, as far as seen, appears to be very good throughout and the entire main and auxiliary machinery is in very well kept up condition.

Attached are two copies each of the layout of shafting and crankshafts.

The main and auxiliary machinery and also the boilers, shafting and propellers have been completely examined and overhauled during March and April 1944 at this Port; they are now in good working condition and eligible in my opinion to be classed and have notation of LMC 4,44, FD and "Fitted for oil fuel 1929 F.P. above 150°F., and Shafts Seen CL 4,44 in the Register Book.

Certificate to be sent to

The amount of Entry Fee ...	\$ 25.00	:	When applied for,
Special ...	\$ 330.00	:	19
Donkey Boiler Fee ...	£ :	:	When received,
Travelling Expenses (if any) £	:	:	19

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **NEW YORK AUG 9 1944**

Assigned *See attached report*



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