

Rpt. 4.

REPORT ON MACHINERY.

No. 63.

REC'D NEW YORK Dec. 26-1918

Received at London Office

MON 13 JAN 1919

Date of writing Report

19

When handed in at Local Office

10

Port of Chicago, Ill.

No. in Survey held at
Reg. Book.

Chicago

Date, First Survey June 14, 1918.

Last Survey Nov 21

1918

on the Steel Single Screw Steamer "Sebastapol"

(Number of Visits)

Gross 321.44

Net 150.11

Master

Built at H. Williams By whom built Canada Car & Foundry Co.

When built 1918

Engines made at Chicago

By whom made Marine Iron Works

when made 1918

Boilers made at Manitowish

By whom made Manitowish Shipbuilding Co.

when made 1918

Registered Horse Power 546

Owners French Government

Port belonging to Port Arthur, Cuba

Nom. Horse Power as per Section 28 95

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines

Vertical Triple Expansion

No. of Cylinders 3

No. of Cranks 3

Dia. of Cylinders 13 - 22 - 36

Length of Stroke 24

Revs. per minute 135

Dia. of Screw shaft

as per rule 7.26

Material of forged 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

in 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 Continuous

Length of stern bush 2'6"

Dia. of Tunnel shaft

as per rule 6.62

Dia. of Crank shaft journals

as per rule 6.93

Dia. of Crank pin 7 1/8

Size of Crank webs 13 1/4 x 4 1/2

Dia. of thrust shaft under

collars 7 1/4

Dia. of screw 8'9"

Pitch of Screw 10'0"

No. of Blades 4

State whether moveable No

Total surface 22.7 #

No. of Feed pumps 1

Diameter of ditto 2

Stroke 12

Can one be overhauled while the other is at work

No. of Bilge pumps 1

Diameter of ditto 2

Stroke 12

Can one be overhauled while the other is at work

No. of Donkey Engines

Sizes of Pumps 7 1/2 x 5 1/2 x 6 + 5 1/2 x 3 1/2 x 5

No. and size of Suctions connected to both Bilge and Donkey pumps 2 1/2 x 2 1/2

In Engine Room

Circulating Pump 4 1/2 x 4 1/2 x 6

In Holds, &c. One and in magazine

No. of Bilge Injections 1

sizes 4

Connected to condenser or to circulating pump Yes

Is a separate Donkey Suction fitted in Engine room & size Yes

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 None

Are all connections with the sea direct on the skin of the ship Yes

Are they Valves or Cocks Valves and one flow down cock

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 Suction and Steam

How are they protected Asbestos covering

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 In coal

Is it fitted with a watertight door in Bunker worked from Boiler room

BOILERS, &c.—(Letter for record)

Manufacturers of Steel

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

In each boiler be worked separately

Area of fire grate in each boiler

No. and Description of Safety Valves to

In 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

g. seams

Diameter of rivet holes in long. seams

Pitch of rivets

Lap of plates or width of butt straps

Percentage of strength of longitudinal joint

rivets

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

top

Thickness of plates

crown

Description of longitudinal joint

No. of strengthening rings

Working pressure of furnace by the rules

Combustion chamber plates: Material

Thickness: Sides

Back

Top

Bottom

Length 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:

Pitch of stays

Thickness

How are stays secured

Working pressure by rules

Material of stays

at smallest part

Area supported by each stay

Working pressure by rules

Material of Front plates at bottom

Material of

Lower back plate

Thickness

Greatest pitch of stays

Working pressure of plate by rules

Pitch of tubes

Material of tube plates

Thickness: Front

Back

Mean pitch of stays

across wide water spaces

Working pressures by rules

Girders to Chamber tops: Material

Depth and

Pitch 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

Material

Thickness of shell plates

Material

Description of longitudinal joint

Diam. of rivet holes

of rivets

Working pressure of shell by rules

Crown plates

Thickness

How stayed

Type

RHEATER.

Date of Approval of Plan

Tested by Hydraulic Pressure to

Test

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

of Safety Valve

Pressure to which each is adjusted

Is Easing Gear fitted

009590-009600-0255

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied: One bottom end bearing, 1 top end bearing, 2 main bearings bolts, 4 top end bearing bolts, set of piston springs, set of piston valve springs. Set of coupling bolts, 2 conn. rod bolts + nuts, bottom end. 4 conn. rod bolts + nuts top end. One crank pin, box babbitted. 1 safety valve spring, 1 set aux. feed pump valves. 24 bolts and nuts, assorted. 24 condenser glands. 10 condenser tubes. One set spare gear for Howden draft. 1/2 set fire bars.

CANADIAN CAR & FOUNDRY COMPANY, LIMITED

The foregoing is a correct description,
MARINE IRON WORKS,
CHICAGO.

W. H. Bates Mgr

Manufacturer.

Dates of Survey while building { During progress of work in shops - June 14, 26 July 1, 5, 10, 12, 16, 23, 29.
During erection on board vessel - SEPT 3-11-28-29, 30. Oct 5-7. 16, 26. Nov 14-15-18-21.
Total No. of visits William 13

Is the approved plan of main boiler forwarded herewith No

Dates of Examination of principal parts - Cylinders 12 July Slides 10 July Covers 12 July Pistons 12 July Rods 10 July
Connecting rods 23 July Crank shaft 10 July Thrust shaft 1 July Tunnel shafts Sept 3 Propeller SEPT 3rd
Stern tube SEPT 11 Steam pipes tested 26 Oct Engine and boiler seatings Oct 5 Engines holding down bolts Oct 16
Completion of pumping arrangements Nov 14 Boilers fixed Oct 7 Engines tried under steam Nov 15
Completion of fitting sea connections SEPT 28 Stern tube SEPT 29 Screw shaft and propeller SEPT 30
Main boiler safety valves adjusted Nov 14 Thickness of adjusting washers 2
Material of Crank shaft U.S. Identification Mark on Do. 10-7-18 Material of Thrust shaft U.S. Identification Mark on Do. 1-7-18
Material of Tunnel shafts Identification Marks on Do. Material of Screw shafts F.S. Identification Marks on Do.
Material of Steam Pipes Steel Test pressure 555 lbs.

Is an installation fitted for burning oil fuel

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 "Cerisoles"

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

The above engines have been constructed under Special Survey and in accordance with the approved plans. The materials and workmanship employed in their construction are, so far as can be seen, sound and good. The engines have been forwarded to Fort William, Ontario, Canada and are to be fitted on board a vessel to be constructed here, under Special Survey, by the Canadian Car & Foundry Company. The above engine has been installed and found satisfactory on trial trip.

It is submitted that this vessel is eligible for THE RECORD + LMC 11-18. F.D.

J.W.D. 15/1/19

J.P.R.

The amount of Entry Fee ... £ 30.00
Special 1/2nd paid at Chicago \$15.00
Donkey Boiler Fee ... £
Travelling Expenses (if any) \$13.50

When applied for, August 19, 1918 Chicago.

When received, Dec 19.

W. Rawson. J. H. C. Kindale
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

+ L.M.C. 11-18.

J.D.



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