

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

19

Port of Chicago, Ill.

No. in Survey held at Chicago

Date, First Survey June 14, 1918

Last Survey Nov 21 1918

Reg. Book.

on the Steel Single Screw Steamer "Sebastapol"

(Number of Visits)

Tons } Gross 321.44
Net 150.11

Master

Built at St. William, Ont. 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, Wis.

By whom made Manitowish Shipbuilding Co. when made 1918

Registered Horse Power 546

Owners French Government

Port belonging to Port Arthur, Ont.

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

Is the screw shaft fitted with a continuous liner the whole length of the stern tube Yes

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

between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive

liners are fitted, is the shaft lapped or protected between the liners Continuous

Dia. of Tunnel shaft as per rule 6.62" Dia. of Crank shaft journals as per rule 6.93"

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

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

Are all the bilge suction pipes fitted with roses Yes Are the roses in Engine room always accessible Yes

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 they each fitted with a Discharge Valve always accessible on the plating of the vessel 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

MILERS, &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

Can each boiler be 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

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 plate 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 rule Combustion chamber plates: Material Thickness: Sides Back Top Bottom

Number 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

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

Number 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

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

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

Working pressure of shell by rules Crown plates Thickness How stayed

RHEATER. Type Date of Approval of Plan Tested by Hydraulic Pressure to

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

Pressure to which each is adjusted Is Easing Gear fitted

of Safety Valve

Is Easing Gear fitted

Is Easing Gear fitted

Is Easing Gear fitted

26
to be given
tier of
bea

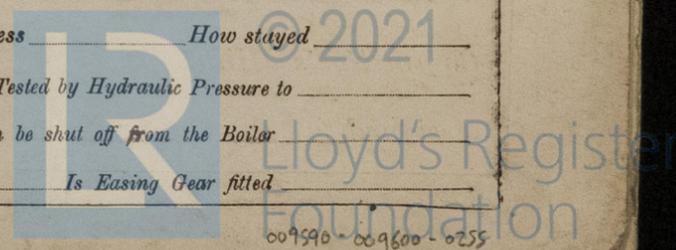
Water Cal
To
3.
2.
7.
53.
95.

length.
Feet.
-0
-9
-8
es

total No. of Visits

of Safety Valve

Separate Report



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,

H. Rowley

CHICAGO.
W. H. Gates Mgr. Manufacturer.

Dates of Survey while building: During progress of work in shops -- June 14, 26, July 1, 5, 10, 12, 16, 23, 29. 1918
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 v Screw shaft SEPT 3rd Propeller SEPT 3rd
Stern tube SEPT 11th Steam pipes tested 26th Oct Engine and boiler seatings Oct 5th Engines holding down bolts Oct 16th
Completion of pumping arrangements Nov 14th Boilers fixed Oct 7th Engines tried under steam Nov 15th
Completion of fitting sea connections SEPT 28th Stern tube SEPT 29 Screw shaft and propeller SEPT 30th
Main boiler safety valves adjusted Nov 14th Thickness of adjusting washers 2"
LLOYDS 3535

Material of Crank shaft U.S. Identification Mark on Do. 10-7-18 W.L. Material of Thrust shaft U.S. Identification Mark on Do. 1-7-18 W.L.
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 ... £ : :
Special 1/2nd. paid at Chicago \$ 30.00 : :
Payable at Ft. William \$ 15.00 : :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) Chicago \$ 13.50 : :
Fort William

When applied for, August 19, 1918 Chicago.
When received, Dec 19, 1918

W. Rawson. J. MacLindale
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned + L.M.C. 11-18.

FRI. FEB. 28. 1919

REGISTERED BY THE REGISTER



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