

REPORT ON MACHINERY.

No. 720. 1919

Received at London Office

RECEIVED NEW YORK *March 19 1919*
 Date of writing Report *March 19 1919* When handed in at Local Office *March 19 1919* Port of *Vancouver, B.C.*
 in Survey held at *Vancouver, B.C.* Date, First Survey *Dec. 6/18* Last Survey *March 2 1919*
 on the *Wood Single Screw Steamer Antonio* (Greek) Tons *2343.78*
B. Barros, Built at *Cogitlan, B.C.* By whom built *Pacific Construction Co.* When built *1919*
 Engines made at *Seattle, Wash.* By whom made *Puget Sound Machinery Depot* when made *1918*
 Boilers made at *Yacoma, Wash.* By whom made *Pacific Steel & Boiler Works* when made *1918*
 Rated Horse Power *1400* Owners *Nicolas Gallanos*, Port belonging to *Andros*
 Horse Power as per Section 28 *246* Is Refrigerating Machinery fitted for cargo purposes *No*, Is Electric Light fitted *Yes*
 ENGINES, &c.—Description of Engines *Triple Expansion Marine*, No. of Cylinders *3*, No. of Cranks *3*
 of Cylinders *19" 32" 56"* Length of Stroke *36* Revs. per minute *100* Dia. of Screw shaft *11.54* Material of *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
 Is 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 *Yes*
 Are the liners fitted, is the shaft lapped or protected between the liners *Yes*, Length of stern bush *14" 0"*
 Dia. of Tunnel shaft *10.03* Dia. of Crank shaft journals *10.53* Dia. of Crank pin *11.5"* Size of Crank webs *11.5"* Dia. of thrust shaft *under*
 Dia. of screw *14.6"* Pitch of Screw *15.3"* No. of Blades *4* State whether moveable *No* Total surface *66.9*
 of Feed pumps *3* Diameter of ditto *Stroke* Can one be overhauled while the other is at work *Yes*
 of Bilge pumps *2* Diameter of ditto *Stroke* Can one be overhauled while the other is at work *Yes*
 of Donkey Engines *1* Sizes of Pumps *10" 6" 12"* No. and size of Suctions connected to both Bilge and Donkey pumps
 Engine Room *4 off 3" Diam.* In Holds, &c. *2 off Fore Hold 3" Diam.*
20 off Main Hold 3" Diam. *10 off Tunnel 3" Diam.*
 of Bilge Injections *1* sizes *6"* Connected to condenser, or to circulating pump *Both* Is a separate Donkey Suction fitted in Engine room & size *Yes 3"*
 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 *Yes*
 Are all connections with the sea direct on the skin of the ship *Yes*, Are they Valves or Cocks *Both Valves & Cocks*
 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*
 Are the pipes carried through the bunkers *Bilge Pipes* How are they protected *3" Plank & 1" Steel Plate*
 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 *Yes*, Is it fitted with a watertight door *Yes*, Is it worked from *Engine Room Platform*
 MANUFACTURERS, &c.—(Letter for record *B.C.*) Manufacturers of Steel *Otis Steel Co.*
 Heating Surface of Boilers *5036* Is Forced Draft fitted *No* No. and Description of Boilers *2 off, Shipping Board Standard*
 Working Pressure *200 lb.* Tested by hydraulic pressure to *400 lb.* Date of test *3 Dec 1918* No. of Certificate *1*
 Is each boiler worked separately *Yes*, Area of fire grate in each boiler *27.45* No. and Description of Safety Valves to
 boiler *2 off Crosby Marine* Area of each valve *2.06* Pressure to which they are adjusted *200 lb.* Are they fitted with easing gear *Yes*
 Smallest distance between boilers or uptakes and bunkers or woodwork *4' 0"* Mean dia. of boilers *42"* Length *9.9"* Material of shell plates *Steel*
 Thickness *5/8"* Range of tensile strength *58000*, Are the shell plates welded or flanged *No* Descrip. of riveting: cir. seams *S.R. 220 lb.*
 Diameter of rivet holes in long. seams *15/16"* Pitch of rivets *8" 4"* Lap of plates or width of butt straps *19 3/8"*
 Percentages of strength of longitudinal joint *78.2* Working pressure of shell by rules *223*, Size of manhole in shell *11" x 15"*
 of compensating ring *1/2 x 5"* No. and Description of Furnaces in each boiler *1* Material *Steel* Outside diameter *42"*
 Length of plain part *top* Thickness of plates *bottom* Description of longitudinal joint *Combination chamber* No. of strengthening rings *1*
 Working pressure of furnace by the rules *220* Combination chamber plates: Material *Steel* Thickness: Sides *1/4"* Back *1/4"* Top *1/4"* Bottom *1/4"*
 of stays to ditto: Sides *8"* Back *8"* Top *8"* If stays are fitted with nuts or riveted heads *Riveted* Working pressure by rules *220*
 Material of stays *Iron* Area at smallest part *158 3/4* Area supported by each stay *35.4* Working pressure by rules *220* End plates in steam space:
 Material *Steel* Thickness *1/4"* Pitch of stays *8"* How are stays secured *By nuts* Working pressure by rules *220* Material of stays *Steel*
 Area at smallest part *158 3/4* Area supported by each stay *35.4* Working pressure by rules *220* Material of Front plates at bottom *Steel*
 Thickness *1/4"* Material of Lower back plate *Steel* Thickness *1/4"* Greatest pitch of stays *8"* Working pressure of plate by rules *220*
 Diameter of tubes *3"* Pitch of tubes *4"* Material of tube plates *Steel* Thickness: Front *1/4"* Back *1/4"* Mean pitch of stays *8"*
 Ch across wide water spaces *8"* Working pressures by rules *220 lb.* Girders to Chamber tops: Material *Steel* Depth and
 Thickness of girder at centre *8"* Length as per rule *Yes* Distance apart *8"* Number and pitch of stays in each *8"*
 Working pressure by rules *220* Steam dome: description of joint to shell *Yes* % of strength of joint *100*
 Diameter *12"* Thickness of shell plates *1/4"* Material *Steel* Description of longitudinal joint *Yes* Diam. of rivet holes *15/16"*
 of rivets *Yes* Working pressure of shell by rules *220* Crown plates *Yes* Thickness *1/4"* How stayed *By nuts*
 SUPERHEATER. Type *Horizontal* Date of Approval of Plan *Yes* Tested by Hydraulic Pressure to *220 lb.*
 Date of Test *Yes* Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler *Yes*
 Date of Safety Valve *Yes* Pressure to which each is adjusted *220 lb.* Is Easing Gear fitted *Yes*

no

If so, is a report now forwarded?

State the articles supplied :-

The foregoing is a correct description,

H Simpson

Manufacturer.

During progress of }
work in shops - - }
During erection on }
board vessel - - - }
Total No. of visits.....

Dec^r. 6, 15, 21, 30, 1918, Jan^y. 3, 6, 8, 13, 15, 20, 22, 24,
Jan^y 24, 29, 31, Feb^y. 3, 5, 7, 10, 12, 14, 18, 19, 25, 28, Mar^{ch}. 2, 19
26,
Is the approved plan of main boiler forwarded herewith 26

Is the approved plan of main boiler forwarded herewith

20

“ “ “ *donkey* “ “ “

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.....no..... If so, state name of vessel

General Remarks

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

The Engines & Boilers of this Vessel

Have been Built under Inspection of American Bureau of Shipping, The Engines were thoroughly overhauled before being installed, also all Pumps and machinery subjected to rigid Survey during Installation, The Engines Boilers were installed under Special Survey, and in accordance with approved plans together with Auxiliaries Piping, mountings, fittings & Sea Connections Material Workmanship are both of Good Quality, On Completion of the Machinery the Vessel was tried under full Steam at Sea and found Satisfactory, Safety Valves were floated independently, Downston Pumps & connections found Satisfactory, Tail Shaft is continuous Liner, The Machinery and Boilers are Eligible in my opinion to have record L. M. C. 3.1 & B. S. 319. made in the Registry Book in the case of this vessel.

The amount of Entry Fee

1/3 Special Fee

Donkey Boiler Fee.

Travelling Expenses (if any)

When applied for

March 13th 19

When received,

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. JUN. 3-1919

Assigned

L.M.C. 3.19



© 2020

Lloyd's Register
Foundation