

Received at London Office. 8 - JAN 1946

**ENGINES, &c.**—Description of Engines 1 Engine 4 Cylinder Triple Exp. Reciprocating Revs. per minute 185  
 Dia. of Cylinders 38½"x18½"x31"x38½" Length of Stroke 30" No. of Cylinders 4 No. of Cranks 4  
 Crank shaft, dia. of journals as per Rule 10.03" Mid. length breadth 16.75" Thickness parallel to axis 6.5"  
 as fitted 10.5" Crank pin dia. 10.5" Crank webs Mid. length thickness 6.5" Thickness around eye-hole 4.875"  
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule 10.03"  
 as fitted 10.5"  
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the {tube} shaft fitted with a continuous liner {  
 as fitted as fitted as fitted screw}  
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the  
 as fitted as fitted  
 propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner  
 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube  
 shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller  
 Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. ft.  
 Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work  
 Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work  
 Feed {No. and size Pumps connected to the {No. and size  
 Pumps {How driven Main Bilge Line {How driven  
 Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size  
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room  
 In Pump Room In Holds, &c.  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes  
 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  
 Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line  
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate  
 What Pipes pass through the bunkers How are they protected  
 What pipes pass through the deep tanks Have they been tested as per Rule  
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times  
 Is the 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  
 compartment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.— (Letter for record.....) Total Heating Surface of Boilers.....  
 Which Boilers are fitted with Forced Draft..... Which Boilers are fitted with Superheaters.....  
 No. and Description of Boilers **2 W.T. YARROW TYPE** Working Pressure **225 lbs per square inch**  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED?.....  
 IS A DONKEY BOILER FITTED?..... If so, is a report now forwarded?.....  
 Can the donkey boiler be used for domestic purposes only.....  
 PLANS. Are approved plans forwarded herewith for Shafting..... Main Boilers..... Auxiliary Boilers..... Donkey Boilers.....  
 (If not state date of approval)  
 Sub-boilers..... General Pumping Arrangements..... Oil fuel Burning Piping Arrangements.....

Has the spare gear required by the Rules been supplied.....

State the principal additional spare gear supplied.....

*Manufacturer.*



Lloyd's Register  
Foundation



Constant attendance from Jan. 17th, 1945 to March 1st, 1945

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 2, 10, 2-45 Slides 22.2.45 Covers 2, 10, 2-45

Pistons 2, 10, 2-45 Piston Rods 31.1.45 Connecting rods 31.1.45

Crank shaft 16.2.45 Thrust shaft 6.3.45 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 O.H. Steel LLOYD'S 6933 Identification Mark HGLP.16.2.45 Thrust shaft material O.H. Steel LLOYD'S 6193 Identification Mark HGLP.6.3.45

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 Is the flash point of the oil to be used over 150°F.

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 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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) The ENGINE together with THRUST SHAFT and THRUST BLOCK has been constructed under Special Survey and in accordance with the Approved Plans and Letters, and the materials and workmanship are, in my opinion, good. The Main ENGINE is fitted with an all welded steel bedplate constructed in accordance with approved plans, and examined during construction. All forgings and castings have been tested and finally examined by the undersigned and found satisfactory.

It is recommended for the favourable consideration of the Committee that the record of \*L.M.C. (with date) be made in the Register Book in the case of this vessel, subject to satisfactory installation and sea trials.

The amount of Entry Fee ... \$ Included When applied for.  
Special ... \$ Rpt. on : 19  
Donkey Boiler Fee ... \$ Engine: 19  
Travelling Expenses (if any) \$ 2.49 : 19

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YCR  
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Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 25 JAN 1946

Assigned Su F.E. machy pph.