

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 29: 6: 51 When handed in at Local Office 25: 6: 19 51 Port of Aberdeen
 No. in Survey held at Aberdeen Date, First Survey 26: 10: 19 Last Survey 16: 6: 19 51
 Reg. Book JON (Number of Visits 51)
 on the S.T. "BALDWINSON" Tons { Gross 680.77
 Built at Aberdeen By whom built Messrs Hall Russell & Co Ltd. Yard No. 826 When built 1951
 Engines made at Aberdeen By whom made Hall, Russell & Co. Ltd. Engine No. 5/48 When made "
 Boilers made at Glasgow By whom made Messrs Barclay Curle & Co Ltd. Boiler No. 18/11 When made 1950
 Registered Horse Power ✓ Owners Icelandic Government. Port belonging to Reykjavik
 Nom. Horse Power as per Rule 248 = MN Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted Yes.
 Trade for which vessel is intended Fishing.

ENGINES, &c.—Description of Engines Triple Expansion Revs per minute 115
 Dia. of Cylinders 16" x 28" x 47" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule as appd. Crank pin dia. 9 1/2" Mid. length breadth 6"
 as fitted 9 1/2" Crank webs as appd. Thickness parallel to axis 4 1/2"
 Intermediate Shafts, diameter as per Rule as appd. Thrust shaft, diameter at collars as per Rule as appd.
 as fitted 9" as fitted 9 1/2"
 Tube Shafts, diameter as per Rule as appd. Is the shaft fitted with a continuous liner yes
 as fitted 10" as fitted 10"
 Screw Shaft, diameter as per Rule as appd. Is the shaft fitted with a continuous liner yes
 as fitted 10" as fitted 10"
 Bronze Liners, thickness in way of bushes as per Rule as appd. Thickness between bushes as per Rule as appd.
 as fitted 11/16" as fitted 9/16" Is the after end of the liner made watertight in the propeller 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
 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
 If two liners are fitted, is the shaft lapped or protected between the liners no Is an approved Oil Gland or other appliance fitted at the after end of the tube yes
 If so, state type Oil Gland Length of Bearing in Stern Bush next to and supporting propeller 3' 4"
 Propeller, dia. 11' 3" Pitch 12' 0" (mean) No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 44 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 10" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 10" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size One Aux. 3000 Gall/Hr. Pumps connected to the { No. and size Two General Service 50-55 Tons/Hr. (and main engine pumps)
 { How driven Electric Motors. Main Bilge Line { How driven Electric Motors.
 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 yes Suctions, connected to Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room 2 - 3" 1 - 2" In Holds, &c. 1 - 3" Chain Locker. 1 - 3" Cofferdam.
 In Pump Room 1 - 3" Ford Fish Room. 1 - 3" Aft Fish Room.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 5" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilge
 No. and size 1 - 3" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes
 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
 Are all Sea Connections fitted direct on the skin of the ship on Fabricated Reservoirs Are they fitted with Valves or Cocks Valves.
 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
 What Pipes pass through the bunkers Bilge and Tank Pipes through Duct How are they protected (Duct) yes.
 What pipes pass through the deep tanks Bilge and Tank Pipes through Duct Have they been tested as per Rule yes
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 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 yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 2,800 sq. ft. (+ 1235 sq. ft. superheaters)
 Which Boilers are fitted with Forced Draft Main Which Boilers are fitted with Superheaters Main
 No. and Description of Boilers 1 - Single Ended Return Tube Working Pressure 225 lbs./sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes
 Can the donkey boiler be used for other than domestic purposes yes
 PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval)
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR.

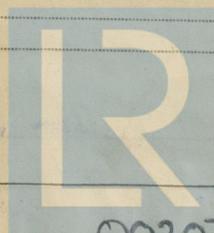
Has the spare gear required by the Rules been supplied yes
 State the principal additional spare gear supplied 1 Pair Top End Bushes (4 halves) 1 Bottom End Bearing (2 halves)
3 H.P. Piston Rings. 1 Set H.P. Piston Valve Rings and Springs. 2 Sets Blocks. 2 Sets
Block Springs and 2 Sets of Follower Springs for H.P. Piston Rod Metallic Packing.

The foregoing is a correct description.

For HALL RUSSELL & Co., Ltd.

Manufacturer.

Director & General Manager



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Lloyd's Register
Foundation

002071-002078-0161

1949. Oct 26. Nov 4. 7. 21. 24. Dec 22. 29. 30. 1950. Jan 12. 16. Feb 8. Mar 1. 9.
During progress of work in shops - - 23. Apr 3. 11. 13. 24. 27. May 12. 17. 25. 30. June 2 5. 13. 27. July 4. 6. 27.
Aug 4. 15. 16 22. 23.
Dates of Survey while building During erection on board vessel - - 1950. Sep 7. 12. 15. 1951. Jan 25. Feb 12. 15. 19. 21. 28. Mar 1. 6. 8. Apr 4. 19 24. 26
May 2. June 11. 16.
Total No. of visits. 54

Dates of Examination of principal parts - Cylinders 30: 12: 49 Slides 12: 1: 50 Covers 3: 4: 50
Pistons 12: 5: 50 Piston Rods 12: 5: 50 Connecting rods 12: 5: 50
Crank shaft 29: 12: 49 Thrust shaft 12: 1: 50 Intermediate shafts 15: 8: 50
Tube shaft ✓ Screw shaft 4: 8: 50 Propeller 23: 8: 50
Stern tube 15: 8: 50 Engine and boiler seatings 15: 8: 50 Engines holding down bolts 19: 2: 51
Completion of fitting sea connections 23: 8: 50
Completion of pumping arrangements 24: 4: 51 Boilers fixed 19: 2: 51 Engines tried under steam 26: 4: 51.
Main boiler safety valves adjusted 19: 4: 51 Thickness of adjusting washers P and S & Super. 13/ 32"
Crank shaft material s. m. steel Identification Mark 3019/20 J.C.B. Thrust shaft material s.m. steel Identification Mark 18585 H.A.I. C.B.
Intermediate shafts, material " Identification Marks 18586 H.A.I. C.B. Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material s.m. steel Identification Mark 18587 C.B. Steam Pipes, material s.d. steel Test pressure 675 lbs sq Date of Test 6: 2: 51
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. yes
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. yes If so, state name of vessel Hall Russell 825.

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

The machinery of this vessel has been constructed under Special Survey in accordance with the Rules and approved plans.

The materials and workmanship are good.

The engine and boiler have been securely fitted on board the vessel, tried under power and found satisfactory and is eligible, in my opinion, to be classed with record of survey + L.M.C. 6, 51 and the notation of C.L.

Fitted for oil fuel 6, 51

F. P. above 150°F.

To be furnished by Builders.

Total service I.H.P. 1000 R. P. M. 115

Maximum designed I.H.P. 1200 R. P. M. 124.

The amount of Entry Fee £ 59 : 10
Special 3/5
Donkey Boiler Fee £ :
Travelling Expenses (if any) £ :
When applied for, 25:6: 19 51
When received, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Date

Committee's Minute

+ LMC 6.51

15B (8pt) - 2250 F.D

Fitted for oil fuel 6.51 F.P. above 150°F.

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