

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 3.3.47

Report 25 FEB 1947 When handed in at Local Office 19 Port of CASABLANCA LISBON.  
 Survey held at CASABLANCA Date, First Survey 18 FEB Last Survey 25 FEB 1947  
 on the 1/2 CAID ALLAL EX CHESHIRE COAST (Number of Visits)  
 MIDDLESBROUGH By whom built SIR RAYLTON DIXON & CO. LTD Yard No. 591 Tons Gross 1122  
 Made at MIDDLESBROUGH By whom made RICHARDSONS, WESTGARTH & CO. LTD Engine No. 1915 Tons Net 466  
 Made at " " By whom made " " Boiler No. when built 1915 when made 1915  
 Horse Power - Owners UNION D'ENTREPRISES MAROCAINES Port belonging to CASABLANCA  
 Indicated Power as per Rule 226 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES  
 which Vessel is intended GENERAL CARGO, COASTING.

ES, &c.—Description of Engines 3 CYLINDER TRIPLE EXPANSION Revs. per minute 80  
 Cylinders 19" x 31" x 52" Length of Stroke 36" No. of Cylinders 3 No. of Cranks 3  
 Dia. of journals as per Rule 10 5/16" Crank pin dia. 10 5/8" Crank webs Mid. length breadth 16 1/2" Thickness parallel to axis 7"  
 as fitted 10 1/16" Mid. length thickness 7" shrunk Thickness around eye-hole 4 5/8"  
 Main shafts, diameter as per Rule — Thrust shaft, diameter at collars as per Rule 10 5/16"  
 as fitted — as fitted 10 1/16"  
 Main shafts, diameter as per Rule — Screw shaft, diameter as per Rule 10 15/16" Is the screw shaft fitted with a continuous liner YES  
 as fitted — as fitted 10 1/16" AT FLANGE 12" UNDER LINER as per Rule 1 5/32" Is the after end of the liner made watertight in the  
 Liners, thickness in way of bushes as per Rule 5/8" Thickness between bushes as fitted 1/2" If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner —  
 as fitted 5/8" Is the after end of the liner made watertight in the —  
 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 —  
 Lubricators are fitted, is the shaft lapped or protected between the liners — Is an approved Oil Gland or other appliance fitted at the after  
 tube shaft No Length of Bearing in Stern Bush next to and supporting propeller T.S. NOT DRAWN AT PRESENT SURVEY

Propeller, dia. 13' 5" Pitch 17' 1" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 64 sq. feet  
 Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 22" Can one be overhauled while the other is at work YES  
 Pumps worked from the Main Engines, No. 2 Diameter 3 5/8" Stroke 22" Can one be overhauled while the other is at work YES  
 No. and size 1 GEN. SERV. DUPLEX PUMP, 7 x 4 1/2 x 8" Pumps connected to the Main Bilge Line { No. and size 1 GENERAL SERVICE STEAM DUPLEX PUMP  
 How driven 5 x 3 1/2 x 6", ALSO 1 - 1 1/2" dia. INJECTOR How driven 7 x 4 1/2 x 8"  
 Pumps, No. and size 1 GENERAL SERVICE DUPLEX 7 x 4 1/2 x 8" Lubricating Oil Pumps, including Spare Pump, No. and size —  
 independent means arranged for circulating water through the Oil Cooler — Suctions, connected to both Main Bilge Pumps and Auxiliary  
 pumps; — In Engine and Boiler Room — B.R. 1 PORT, 1 STBD 2" SUCTION, IN AFTER WELL 1 - 2" SUCTION  
 &c. No. 2 HOLD FORE WELL - 2 1/2", No. 3 AFT PORT 2", CENTRE 2 1/2", STBD 2"  
 HOLD BILGES DRAIN TO No. 2 HOLD BILGES THROUGH OPEN PIPE IN W.T. BULKHEAD

Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 5" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 size NONE Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES  
 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  
 Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks BOTH  
 placed sufficiently high on the ship's side to be seen without lifting the stowage plates YES Are the Overboard Discharges above or below the deep water line BELOW  
 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  
 pipes pass through the bunkers BILGE & BALLAST TO HOLDS How are they protected IN BILGES BELOW LIMBERS  
 pipes pass through the deep tanks Have they been tested as per Rule —  
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES  
 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 NONE Is it fitted with a watertight door — worked from —

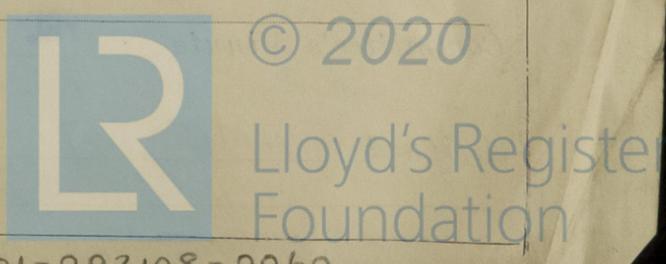
BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 4080 sq. ft. 4012 sq. ft.  
 Forced Draft fitted No No. and Description of Boilers 2 - CYLINDRICAL SCOTCH Working Pressure 200 lb  
 REPORT ON MAIN BOILERS NOW FORWARDED? YES  
 DONKEY BOILER FITTED? No If so, is a report now forwarded? —

ANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers  
 (If not state date of approval)  
 General Pumping Arrangements Oil fuel Burning Piping Arrangements

- RE GEAR. State the articles supplied:—
- 1 CI PROPELLER
  - 1 TS BRASS LINER
  - 2 MAIN BEARING BOLTS
  - 2 BOTTOM END BEARING BOLTS
  - 2 CROSSHEAD BEARING BOLTS
  - 1 SET COUPLING BOLTS
  - 1 DYNAMO SHAFT
  - SPARE VALVES & SPINDLES, ETC, FOR PUMPS.

The foregoing is a correct description,

Manufacturer.



Dates of Survey while building {
   
 During progress of work in shops - - }
   
 FROM 18<sup>th</sup> TO 25<sup>th</sup> FEB. 1947
   
 During erection on board vessel - - - }
   
 Total No. of visits \_\_\_\_\_

Dates of Examination of principal parts—Cylinders \_\_\_\_\_ Slides \_\_\_\_\_ Covers \_\_\_\_\_
   
 Pistons \_\_\_\_\_ Piston Rods \_\_\_\_\_ Connecting rods \_\_\_\_\_
   
 Crank shaft \_\_\_\_\_ Thrust shaft \_\_\_\_\_ 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 \_\_\_\_\_ Identification Mark \_\_\_\_\_ Thrust shaft material \_\_\_\_\_ Identification Mark \_\_\_\_\_
   
 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 carrying and burning oil fuel 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 main and auxiliary machinery was opened out and examined in its entirety by the local non-exclusive surveyor. The screw shaft was drawn and examined, the crankshaft was lifted and realigned. All working parts were overhauled and placed in good working order.

At the present survey, the main engine was generally examined, the auxiliary machinery examined under working conditions and all repairs verified; the condition of the main and auxiliary machinery is satisfactory and is eligible in my opinion to be classed, subject to the plans being approved.

Certificate to be sent to \_\_\_\_\_  
 The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £	19	When applied for,
Special ... £	19	When received,
Donkey Boiler Fee ... £	19	
Travelling Expenses (if any) £	19	

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

FRI 4 JUL 1947

Assigned } LMC 2.47  
 C.L. 2 SB 20016



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