

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

MAY 29 1940

Date of writing Report

When handed in at Local Office

24. 5. 1940 Port of

Belfast

No. in Survey held at
Reg. Book.

Belfast

Date, First Survey 27th Nov 1939Last Survey 21st May 1940

on the

STEEL SC

"HIBISCUS"

(Number of Visits 82)

Gross 723.89

Tons Net 269.41

Built at

Belfast

By whom built

Messrs Harland & Wolff Ltd

Yard No.

1062

When built

1940

Engines made at

Belfast

By whom made

Harland & Wolff Ltd

Engine No.

1062

When made

1940

Boilers made at

Belfast

By whom made

Harland & Wolff Ltd

Boiler No.

1062

When made

1940

Registered Horse Power

Owners

The Admiralty

Port belonging to

Nom. Horse Power as per Rule

409

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Admiralty Service.

ENGINES, &c.

Description of Engines

Four Cylinder Inverted Triple Expansion

Revs. per minute

185

Dia. of Cylinders

18 $\frac{1}{2}$ " x 31" x 38 $\frac{1}{2}$ " x 38 $\frac{1}{2}$ "

Length of Stroke

30"

No. of Cylinders

4

No. of Cranks

4

Crank shaft, dia. of journals

as per Rule 10.035"

Crank pin dia.

10 $\frac{1}{2}$ "

Crank webs

Mid. length breadth 16 $\frac{3}{4}$ "Thickness parallel to axis 6 $\frac{1}{2}$ "

Intermediate Shafts, diameter

as per Rule 9.557"

as fitted 10 $\frac{1}{4}$ " at ends increased to 15 $\frac{1}{4}$ " in body

Thrust shaft, diameter at collars

as per Rule 10.035"

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule 10.432"

as fitted 10 $\frac{3}{8}$ "

Is the

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 19.68/32"

as fitted 5 $\frac{1}{8}$ "

Thickness between bushes

as per Rule 14.76/32"

as fitted 1 $\frac{1}{32}$ "

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

One length.

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

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 5'-0"

Propeller, dia.

10'-6"

Pitch

10'-8"

No. of Blades

3

Material

Man Bronze

Whether Movable

Solid

Total Developed Surface

31 sq. feet

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 Pumps

No. and size

2 off 8 $\frac{1}{2}$ " x 6" x 18" main

Pumps connected to the

Main Bilge Line

No. and size

2 off 50 lbs/hr each

One 5" Downton Pump

How driven

Steam

as per Bilge

How driven

Steam

Hand

Ballast Pumps, No. and size

as per Bilge

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Yes

Bilge Pumps;—In Engine and Boiler Room

Eng Room 2 & 3"

Boiler Room 4 & 3"

In Pump Room

In Holds, &c.

7 & 2"

Suctions, connected to both Main Bilge Pumps and Auxiliary

Main Water Circulating Pump Direct Bilge Suctions, No. and size

One & 9 $\frac{1}{2}$ "

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

One & 3" in ER, one each & 3" in BR ROOM

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

Yes

Are they fitted with Valves or Cocks

Yes

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

At water line

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

None

How are they protected

What pipes pass through the deep tanks

None

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

worked from

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers

7080 sq. ft.

Is Forced Draft fitted

Yes

No. and Description of Boilers

Two SE Multitubular

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?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

App. London

Main Boilers

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

Has the spare gear required by the Rules been supplied

Yes

SPARE GEAR.

State the principal additional spare gear supplied

Please see attached list.

The foregoing is a correct description.
FOR HARLAND AND WOLFF, LIMITED.W. Marshall
SECRETARY

Manufacturer.



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Lloyd's Register
Foundation

00274-002183-0230

If not, state whether, and when, one will be sent?

Is a Report also sent on the Hull of the Ship?

NOTE.—The words which do not apply should be deleted.

1939 1940
 Nov. 27 Dec 12 Jan 1. 2. 3. 4. 9. 11. 15. 22. 23. 24. 29. Feb 6. 8. 12. 13. 14. 16. 17. 19. 21. 22. 23. 27. 28
 29 Mar. 2. 4. 5. 6. 7. 8. 11. 12. 13. 14. 16. 18. 19. 20. 21. 22. 27. 28. 29. 30 April 2. 3. 4. 6. 8. 9. 10. 11. 12.
 13. 15. 16. 17. 18. 19. 20. 24. 26. 27. 30 May 1. 2. 3. 6. 7. 8. 9. 10. 13. 15. 16. 17. 20. 21
 During progress of work in shops --
 During erection on board vessel --
 Total No. of visits 82

Dates of Examination of principal parts—Cylinders 5.3.40 & 12.3.40 Slides 4.3.40 Covers 11.3.40
 Pistons 18.3.40 & 1.4.40 Piston Rods 18.3.40 & 1.4.40 Connecting rods 18.3.40
 Crank shaft 21.2.40 Thrust shaft 8.2.40 Intermediate shafts 29.3.40
 Tube shaft 3.4.40 Screw shaft 7.3.40 Propeller 4.4.40
 Stern tube 3.4.40 Engine and boiler seatings 4.4.40 Engines holding down bolts 19.4.40
 Completion of fitting sea connections 4.4.40
 Completion of pumping arrangements 13.5.40 Boilers fixed 8.4.40 Engines tried under steam 10.5.40
 Main boiler safety valves adjusted 10.5.40 Thickness of adjusting washers Ford B4. P 3/8" 8 3/8" QH B4 P 3/8" S 13/32"
 Crank shaft material Steel Identification Mark 40408 293 RS 21.2.40 Thrust shaft material Steel Identification Mark 40408 16347
 Intermediate shafts, material Steel Identification Marks 40408 16347 RS 29.3.40 Tube shaft, material Steel Identification Mark 40408 16347
 Screw shaft, material Steel Identification Mark 40408 16347 Steam Pipes, material Steel Test pressure 675 lbs/sq. in. Date of Test 12.1.40 / 3.5.40
 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 "ARABIS" etc.

General Remarks (State quality of workmanship, opinions as to class, &c.) These engines have been constructed under special survey in accordance with the Rules and approved plans. The material, workmanship are good. The engines have been efficiently installed on board the vessel and tried out at sea, under full working conditions, with satisfactory results. In our opinion the vessel is eligible for the notation of 7 LMC 5.40, CL 2SB-225 lbs/sq. in. FD

The amount of Entry Fee ... £ 180 :
 Special ... £ 170 :
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ :
 When applied for, 19
 When received, 11.11.19

R. E. A. Jones & C. E. A. Jones
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 + Lmb 5.40
 Assigned 72, C/-
 Litter for fuel 5.40 etc



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