

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

ing Report 9-12-1952 When handed in at Local Office 9-12-1952 Port of WEST HARTLEPOOL
Survey held at West Hartlepool Date, First Survey 7th September, 1951, Last Survey 21st November, 1952
(Number of Visits 112)
On the s.s. "EVGENIA" Tons { Gross 4404 Net 4488
West Hartlepool By whom built Wm Gray & Co. Ltd Yard No. 1254 When built 1952
made at West Hartlepool By whom made Ben Mac G. Wks (Wm Gray & Co. Ltd) Engine No. 1254 When made 1952
made at West Hartlepool By whom made Ben Mac G. Wks (Wm Gray & Co. Ltd) Boiler No. 1254 When made 1952
Horse Power See overleaf. Owners L. G. Livianos Port belonging to Monrovia
Power as per Rule 559 H.P. Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.
which vessel is intended Open Sea Service

Description of Engines Triple Expansion with L.P. Turbine Revs. per minute 81.5
Cylinders 22", 34", 65" Length of Stroke 48" No. of Cylinders Three No. of Cranks Three
as per Rule 13.65" Mid. length breadth 20" Thickness parallel to axis 8 5/8"
dia. of journals as fitted 14" Crank pin dia. 14" Crank webs 8 5/8" shrunk Thickness around eye-hole 6"
as per Rule 13.10" Thrust shaft, diameter at collars as per Rule
as fitted 14.25" as fitted L.P. Turbine
as per Rule 14.5" Is the { tube } shaft fitted with a continuous liner { Yes. -
as fitted 15.45" as fitted { screw }
as per Rule .44" as per Rule .555"
as fitted 25/32" Thickness between bushes as fitted 21/32" Is the after end of the liner made watertight in the
Yes. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner In one length
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
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
If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5'-0"
dia. 18'-0" Pitch 16'-0" MAX No. of Blades 4 Material 1/2 Bronze whether Moveable No. Total Developed Surface 105 sq. feet
ps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -
ps worked from the Main Engines, No. Two Diameter 4" Stroke 28" Can one be overhauled while the other is at work Yes.
o. and size 2 main 1 aux. each 9 1/2" x 4" x 24" Pumps connected to the { No. and size One Ballast 9" x 11" x 10" Aux. bilge 4" x 8 1/2" x 8"
How driven All Steam Main Bilge Line How driven Steam
umps, No. and size One 9" x 11" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size 2 Each 9" x 10" x 24"
Independent means arranged for circulating water through the Oil Cooler Yes. Suctions, connected both to Main Bilge Pumps and Auxiliary
ps: - In Engine and Boiler Room E.R.: 3" P.F.: 3" S.F.: 3" P.A.: 3" S.A.: 3" B.L. & P.S. Judd: 2" Thus: 2" 1/2" Tunnel Well:
Room 3 ballast suctions in ER each 2" In Holds, &c. No 1 Hold - 3" P.S.: No 2 Hold 3" P.S.: No 3 Hold 3" P.S.:
No 4 Hold 3" P.S.: No 5 Hold 3" P.S.:
er Circulating Pump Direct Bilge Suctions, No. and size One 11" dia. P Side Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
ize 1-3" P side 1-5" Star side L.R. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes.
ilge 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.
a Connections fitted direct on the skin of the ship Yes. Are they fitted with Valves or Cocks Both
axed 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 Below
ach 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.
es pass through the bunkers Yes. Bilge Pipes. How are they protected Through pipe Tunnel
es pass through the deep tanks Have they been tested as per Rule
ipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
angement 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
ent to another Yes. Is the Shaft Tunnel watertight Yes. Is it fitted with a watertight door Yes. worked from L.R. upper platform

BOILERS, &c.-(Letter for record) Total Heating Surface of Boilers 8034 sq ft + 3204 sq ft Superheaters
ilers are fitted with Forced Draft All Which Boilers are fitted with Superheaters All
Description of Boilers 3 Single Ended Multitubular Working Pressure 250 lb/sq in
EPORT ON MAIN BOILERS NOW FORWARDED? Yes.
DONKEY BOILER FITTED? No. If so, is a report now forwarded?
onkey boiler be used for other than domestic purposes
S. Are approved plans forwarded herewith for Shafting Yes. Main Boilers Yes. Auxiliary Boilers - Donkey Boilers -
(If not state date of approval)
ers. Yes. General Pumping Arrangements Yes. Oil fuel Burning Piping Arrangements Yes.

SPARE GEAR.

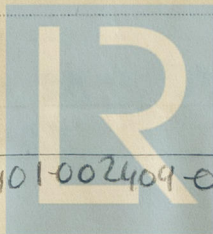
spare gear required by the Rules been supplied Yes.
principal additional spare gear supplied As per attached list.

The foregoing is a correct description.

For THE CENTRAL MARINE ENGINE WORKS
(W. Gray & Co. Ltd.)

Manufacturer.

GENERAL-MANAGER



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Lloyd's Register
Foundation

002401-002409-0107

Dates of Survey while building
 During progress of work in shops - - - 1951 Sept 7. Nov 15. 1952 Jan 21. 22. 24. Feb 18. 22. 28. March 3. April 2. 4. 8. 9. 21. 23. May 1. 7. 5. 8. 9. 13. 14. 15. 16. 21. 23. 26. 27. 28. 29. 30. June 3. 4. 6. 7. 12. 13. 16. 17. 18. 25. 26. 27. July 1. 2. 3. 4. 7. 8. 9. 10. 11. 14. 15. 16. 17. 18. 19. 21. 22. 25. 31. Aug 18. 19. 22. 25. 2. 3. 4. 5. 8. 10. 16. 18. 25. 26. 30. Oct. 1. 2. 8. 10. 15. 16. 17. 18. 20. 22. 27. 28. 29. Nov. 3. 4. 5. 6. 7. 10. 17. 19. 21.
 During erection on board vessel - - -
 Total No. of visits 112

Dates of Examination of principal parts—Cylinders HP. 10.4.52; MP/LP 15.4.52. Slides 15.4.52. Covers 10.4.52.
 Pistons 15.4.52. Piston Rods 14.4.52. Connecting rods 14.4.52.
 Crank shaft 8.4.52. Thrust shaft - Intermediate shafts 14.4.52.
 Tube shaft - Screw shaft 13.4.52. Propeller 18.4.52.
 Stern tube 3.2.12.4.52. Engine and boiler seatings - Engines holding down bolts 2.10.52.
 Completion of fitting sea connections 4.4.52.
 Completion of pumping arrangements 11.11.52. Boilers fixed 5.11.52. Engines tried under steam At Sea, 21.11.52.
 Main boiler safety valves adjusted 13.11.52. Thickness of adjusting washers Pist. P 3/8" S 25" Sp 5/32" Valve P 1/2" S 25" Sp 1/16"
 Crank shaft material F.O.H.I.S. Identification Mark 445 No. 3358 to 3365 Thrust shaft material 445 No. 2532 to 2533 Identification Mark
 Intermediate shafts, material F.O.H.I.S. Identification Marks 445 No. 2622 to 2622 Identification Mark
 Screw shaft, material F.O.H.I.S. Identification Mark 445 No. 2622 Identification Mark
 Steam Pipes, material Mild Steel Test pressure 500 lb/sq in Date of Test 4.4.52
 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 Not desired
 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 engine referred to herein has been constructed and installed under Special Survey in accordance with the Rules of the Society, Approved Plans & Secretary's
 The material and workmanship are good.
 On completion, the machinery was examined under working conditions both alongside the quay and under full power at sea, and found satisfactory, and is in our opinion eligible for Classification with the records of + LMC. 11.
 T.S. - CL : "Fitted for Oil fuel, 11.52, Flash point above 150°F" : 3 SB Supl. 250 lb

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 ... £ 260 : 0 : 0 When applied for,
 Special ... £ : : 9-12-1952
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : : When received,
 19.

Date TUES. 6 JAN 1953

Committee's Minute + LMC 11.52
 FD CL 3 SB 250 lb Spl.

A. Butler & H. A. Wilson
 (J. Lundgren & Self) Engineer Surveyor to Lloyd's Register of Ships