

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Report No. 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)
 Name of the vessel s.s. "EVGENIA" Tons {Gross 4404
 Net 4488
 Made at West Hartlepool By whom built Wm Gray & Co. Ltd Yard No. 1254 When built 1952
 Engine No. 1254 When made 1952
 Made at West Hartlepool By whom made Ben. Max. G. Wks (Wm Gray & Co. Ltd) Boiler No. 1254 When made 1952
 Horse Power See overleaf Owners H. G. Livianos Port belonging to Monrovia
 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.
 Power as per Rule 559 MW which vessel is intended Open Sea Service

Engines, &c.—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
 Dia. of journals as per Rule 13.65" as fitted 14" Crank pin dia. 14" Crank webs Mid. length breadth 20" Thickness parallel to axis 8 5/8"
 as fitted 14" Mid. length thickness 8 5/8" shrunk Thickness around eye-hole 6"
 Main Shafts, diameter as per Rule 13 1/2" as fitted 14.25" Thrust shaft, diameter at collars as per Rule as L.P. Turbine as fitted as L.P. Turbine
 Piston rods, diameter as per Rule 14.5" as fitted 15.45" Is the lube shaft fitted with a continuous liner Yes
 as fitted 15.45" Is the screw shaft fitted with a continuous liner Yes
 Piston rings, thickness in way of bushes as per Rule .44" as fitted 25/32" Thickness between bushes as per Rule .555" as fitted 21/32" Is the after end of the liner made watertight in the stern tube 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 -
 Piston rods 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"
 Propellers, dia. 18'-0" Pitch 16'-0" MAX No. of Blades 4 Material 1/2 Bronze whether Moveable No. Total Developed Surface 105 sq. feet
 Can one be overhauled while the other is at work -
 Propellers worked from the Main Engines, No. Two Diameter 4" Stroke 28" Can one be overhauled while the other is at work Yes
 No. and size 2 main 1 aux. each 9 1/2" x 4" x 24" Pumps connected to the Main Bilge Line {No. and size One Ballast 9" x 11" x 10" Aux. bilge pump 4" x 8 1/2" x 8"
 How driven All Steam Main Bilge Line {How driven Steam
 Pumps, 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 Pumps:—In Engine and Boiler Room E.R.: 3" P.F.: 3" S.F.: 3" P.A.: 3" S.A.: 3" B.L. & P.S. Suctions: 2" Thus: access: 2 1/2" Tunnel Well: 3" boiler room suction 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.:
 Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size One 1 1/2" dia. P. Side 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
 Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both
 Located 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
 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
 Discharges pass through the bunkers Yes How are they protected Through pipe Tunnel
 Discharges 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 Yes Is it fitted with a watertight door Yes worked from E.R. upper platform

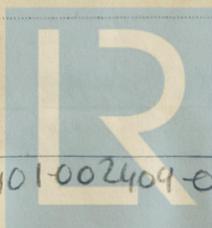
BOILERS, &c.—(Letter for record -) Total Heating Surface of Boilers 8034 sq ft + 3204 sq ft Superheaters
 Boilers are fitted with Forced Draft All Which Boilers are fitted with Superheaters All
 Description of Boilers 3 Single Ended Multitubular Working Pressure 250 lbs/sq in
REPORT ON MAIN BOILERS NOW FORWARDED? Yes
DONKEY BOILER FITTED? No. If so, is a report now forwarded? -
 Can donkey boiler be used for other than domestic purposes -
 Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)
 Plans 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.)
 Wm Gray
 GENERAL-MANAGER

Manufacturer.



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002401-002409-0107

31-12-52

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, 9, 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, 27, 28, 29, 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 - - - { 17, 19, 21 }

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 & 15.4.52.

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 1/16" S 25" Sp 3/16"

Crank shaft material F.O.H.I.S. Identification Mark 44's No. 3358 to 3365 Thrust shaft material Identification Mark 44's No. 2532 to 2533

Intermediate shafts, material F.O.H.I.S. Identification Marks HP & LP 31.11.52. Tube shaft, material Identification Mark -

Screw shaft, material F.O.H.I.S. Identification Mark 44.28.3.52. Steam Pipes, material Mild Steel Test pressure 500 lb/sq" 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 Plans. 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 Supt. 250 lbs

Certificate to be sent to the Committee's Minute.

The amount of Entry Fee ... £ 260 : 0 : 0

Special ... £ : :

Donkey Boiler Fee ... £ : :

Travelling Expenses (if any) £ : :

When applied for, 9-12-1952

When received, 19

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

Date TUES. 6 JAN 1953

Committee's Minute + LMC 11, 52
 FD CL 3 SB 250 lb Spt.

