

Received at London Office

ENGINES, &c.—Description of Engines *Triple Expansion* Revs. per minute *115*
 Dia. of Cylinders *16 1/2", 28 1/2", 44"* Length of Stroke *30"* No. of Cylinders *3* No. of Cranks *3*
 Crank shaft, dia. of journals *as per Rule as app.* Mid. length breadth *✓* Thickness parallel to axis *5 7/8"*
 as fitted *9 1/2"* Crank pin dia. *9 1/2"* Crank webs *shrunk* Thickness around eye-hole *4 1/16"*
 as per Rule *as app.* Mid. length thickness *✓* as per Rule *as app.*
 Intermediate Shafts, diameter Thrust shaft, diameter at collars *as fitted 9 1/2"*
 as fitted *9"* as fitted *as app.*
 as per Rule *✓* as per Rule *as app.* Is the *{ tube }* shaft fitted with a continuous liner *{ screw } Yes ✓*
 Tube Shafts, diameter as fitted *✓* Screw Shaft, diameter as fitted *10"*
 as fitted *as app.* as fitted *as app.* Is the after end of the liner made watertight in the
 Bronze Liners, thickness in way of bushes *as fitted 1 1/16"* Thickness between bushes *as fitted 1/2"* 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 *✓*
 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 *✓*
 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
 at *✓* If so, state type *✓* Length of Bearing in Stern Bush next to and supporting propeller *3'-6"*
 Propeller, dia. *11'-3"* Pitch *11'-0"* 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 { No. and size *one aux. 3000 Gals/hr* Pumps connected to the { No. and size *two General Service 50 Gals/hr each (4 Main Engines)*
 Pumps { How driven *Electric Motor* 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 *✓* Suctions, connected both to Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room *3-3"* In Holds, &c. *1-2" for 50 lbs, 1-3" for 100 lbs, 1-3" for 200 lbs.*
 In Pump Room *✓*

PLANS. Are approved plans forwarded herewith for Shafting ^{27/11/43} 14/2/46 Main Boilers ✓ Auxiliary Boilers. ✓ Donkey Boilers. ✓
(If not state date of approval)
Superheaters. ✓ General Pumping Arrangements. 10/7/46 Oil fuel Burning Piping Arrangements. 26/9/46

SPARE GEAR.

Has the spare gear required by the Rules been supplied.
State the principal additional spare gear supplied.....

The foregoing is a correct description.

For ALEXANDER HALL

W. H. Smith

Manufacturer.

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During progress of work in shops - - { 1946. Apr 4. Apr 12. May 20. June 14. July 8. 22. Aug. 26. Sep 3. 10. 24. Oct 8. 18. 28. 31.
Nov. 2. 6. 12. 22. 24. Dec. 6. 11. 18. 20. 23. 26. 24. 31. Jan 9. 16. 14.
1947. Jan 24. 29. Feb. 4. 6. 24. Apr. 3. 5. 11. 13. 18. 28. Apr. 1. 3. 15. 24. May 1. 2. 8. 12. 20.
21. 22. 26. June 2. 3. 9. 11. 12. 16. 24
Dates of Survey while building {
During erection on board vessel - - -
Total No. of visits 60

Dates of Examination of principal parts - Cylinders 2. 11. 46 Slides 27. 11. 46 Covers 2. 11. 46
Pistons 9. 1. 47 Piston Rods 27. 11. 46 Connecting rods 3. 9. 46
Crank shaft 22. 5. 46 Thrust shaft 26. 12. 46 Intermediate shafts 26. 12. 46
Tube shaft ✓ Screw shaft 26. 12. 46 Propeller 16. 1. 47
Stern tube 16. 1. 47 Engine and boiler seatings 31. 10. 46 Engines holding down bolts 18. 3. 47
Completion of fitting sea connections 16. 1. 47
Completion of pumping arrangements 16. 6. 47 Boilers fixed 26. 5. 47 Engines tried under steam 16. 6. 47
Main boiler safety valves adjusted 12/6/47 Thickness of adjusting washers Port & Star 3/8" Super 5/16"
Crank shaft material steel Identification Mark LLOYDS 288 WAL Thrust shaft material steel Identification Mark LLOYDS 744 WAL
Intermediate shafts, material steel Identification Marks LLOYDS 745 WAL Tube shaft, material Identification Mark ✓
Screw shaft, material steel Identification Mark LLOYDS 746 WAL Steam Pipes, material S.D. steel Test pressure 675 LB. Date of Test 2. 6. 47
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 No If so, state name of vessel ✓

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 & approved plans.
The materials & workmanship are good.
The engine & boiler have been securely fitted on board the vessel, tried under power & found satisfactory & is eligible, in my opinion, to be classed with record of survey + L.M.C. 6.47 & the notation of C.L.
Fitted for oil fuel 6.47, F.P. above 150°F.

The amount of Entry Fee ... £ ✓ : ✓ : When applied for,
Special ... 3/5 ... £ 44 : 12 : 19
Donkey Boiler Fee ... £ ✓ : ✓ : When received,
Travelling Expenses (if any) £ ✓ : ✓ : 19

Date FRI. 1 AUG 1947

Committee's Minute + LMC 6.47

FITTED FOR OIL FUEL 6.47 FLASH POINT ABOVE 150°F. P.D. C.L. Spt.

Clive Bell & P.H. Evans.
Engineer Surveyor to Lloyd's Register of Shipping.



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