

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 26. 10. 1944 When handed in at Local Office 19 Port of Nottingham
No. in Survey held at Derby Date, First Survey 22. 9. 43. Last Survey 6. 9. 1944
Reg. Book (Number of Visits 26)
Built at Derby By whom built Harlan & Wolff Yard No. 1297 Tons { Gross 4457
Engines made at Derby By whom made Geo. Fletcher & Co. Ltd. Engine No. 2124 { Net 2730
Boilers made at By whom made Boiler No. When built 1945
Registered Horse Power Owners Port belonging to
Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
Trade for which vessel is intended

ENGINES, &c.—Description of Engines Inverted, Triple Expansion Revs. per minute 185
Dia. of Cylinders $18\frac{1}{2} \times 31 \times 38\frac{1}{2} \times 38\frac{1}{2}$ Length of Stroke 30 No. of Cylinders 4 No. of Cranks 4
Crank shaft, dia. of journals as per Rule Appd. Crank pin dia. $10\frac{1}{2}$ Mid. length breadth $16\frac{3}{4}$ Thickness parallel to axis $6\frac{1}{2}$
as fitted $10\frac{1}{2}$ Crank webs Mid. length thickness $6\frac{1}{2}$ shrunk Thickness around eye-hole $4\frac{7}{8}$
Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
as fitted Screw Shaft, diameter as fitted Is the { tube } shaft fitted with a continuous liner {
Tube Shafts, diameter as per Rule as fitted
as fitted
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the
propeller boss 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
Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface 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 Pumps connected to the { No. and size
How driven Main Bilge Line How driven
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 to both Main Bilge Pumps and Auxiliary
Bilge Pumps:—In Engine and Boiler Room
In Pump Room In Holds, &c.
Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
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
Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
What Pipes pass through the bunkers How are they protected
What pipes pass through the deep tanks Have they been tested as per Rule
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers
Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters
No. and Description of Boilers Working Pressure 225 lb./sq. in.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? No.
IS A DONKEY BOILER FITTED? If so, is a report now forwarded?
Can the donkey boiler be used for domestic purposes only
PLANS. Are approved plans forwarded herewith for Shafting 4. 2. 41. Main Boilers Auxiliary Boilers Donkey Boilers
(If not state date of approval)
Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
State the principal additional spare gear supplied To Admiralty Requirements.

The foregoing is a correct description.

AND ON BEHALF OF
GEORGE FLETCHER & CO. LTD.

Manufacturer.

H. Matthews
WORKING MANAGER

002568-002576-0155

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Foundation

Dates of Survey while building
During progress of work in shops - - 22. 9. 43 to 6. 9. 44.
During erection on board vessel - - -
Total No. of visits 26.

Dates of Examination of principal parts—Cylinders 25.10/43 - 15.1/44 Slides 25.10/43 - 15.1/44 Covers 25.10/43 - 15.1/44.
Pistons 13.10/43 - 15.1/44 Piston Rods 22.9/43 - 19.4/44. Connecting rods 22.9/43 - 19.4/44.
Crank shaft 29.9/43 - 25.10/43. 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 O.H. Steel. Identification Mark 28.9.43: GHM. 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 the use of oil as fuel been complied with -
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo - 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 -

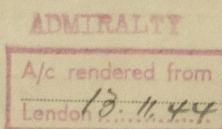
Is this machinery duplicate of a previous case Yes. If so, state name of vessel No. J. 453. "LOCH DUNVEGAN"
General Remarks (State quality of workmanship, opinions as to class, &c. This engine has been built under Special Survey in accordance with the approved plans, the Secretary's letters and the Society's Rules.

The materials and workmanship are good.

The engine has now been despatched to the works of Messrs Harland and Wolff Ltd., Glasgow, for installation on board the vessel No. J. 1866.

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

Not a/c 19-7-6
The amount of Entry Fee ... £ 8 8 6
Special Survey Fee ... £ 22 12 6
Supervision of Erection ... £ 22 10
Donkey Boiler Fee ... £
Travelling Expenses (if any) £
When applied for, 30. 10 1944
When received, 19



A. W. Jones.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

GLASGOW

19 JUN 1945

SEE ACCOMPANYING MACHINERY REPORT.

Assigned



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