

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 17 NOV 1947 When handed in at Local Office 17 NOV 1947 Port of London
No. in Survey held at Bedford Date, First Survey 17 OCTOBER Last Survey 29 OCTOBER 1947
Reg. Book (Number of Visits Five)
on the M/V DARRI Tons Gross 5030 Net 2766
Built at Glasgow By whom built Barclay Curle & Co. No. 711 Yard No. 711 When built
Engines made at Bedford By whom made W. H. Allen & Sons Ltd. No. 62260 Engine No. R²/62260 When made
Boilers made at By whom made Boiler No. When made
Registered Horse Power Owners Port belonging to
M. N.
Nom. Horse Power as per Rule 5.8. Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes.
Trade for which vessel is intended

ENGINES, &c.—Description of Engines 2 Crank Compound Double Acting Elec Generating Revs. per minute 500
Dia. of Cylinders 10" H.P. & 15" L.P. Length of Stroke 62" No. of Cylinders 2 No. of Cranks 2
Crank shaft, dia. of journals as per Rule 3 1/2" at Flyend. Crank pin dia. 3 1/2" Mid. length breadth 5 1/2" Thickness parallel to axis
as fitted 3 1/2" Crank webs 2 3/8" shrunk Thickness around eye-hole
as per Rule Intermediate Shafts, diameter as fitted Thrust shaft, diameter at collars as fitted
as per Rule Tube Shafts, diameter as fitted Screw Shaft, diameter as fitted Is the tube screw shaft fitted with a continuous liner
as per Rule Bronze Liners, thickness in way of bushes as fitted 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 Main Bilge Line No. and size 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 both to 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 and/or Boiler 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
IS A REPORT ON MAIN BOILERS NOW FORWARDED?
IS A DONKEY BOILER FITTED? If so, is a report now forwarded?
Can the donkey boiler be used for other than domestic purposes

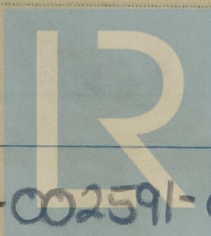
PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
(If not state date of approval)
Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied
State the principal additional spare gear supplied
1 Pair Conn. Rod Bushes & Bolts.
1 " X head " "
2. Main Bg Bolts.
4 Coup Bolts
2 sets Gov. Springs.
1 H. P. Piston & Ring.
1 L. P. " " "
1 Piston Rod. Nut & Slipper.
1 Pair Ecc. Strap Bolts & Nuts.

The foregoing is a correct description.

H. Pledge for W. H. Allen & Sons Ltd Bedford Manufacturer.



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002583-002591-0229

Dates
of Survey
while
building

During progress of
work in shops - -

1947: Oct 17, 21, 24, 25, 29

During erection on
board vessel - -

Total No. of visits

5 (in shops)

Dates of Examination of principal parts—Cylinders 21. 10. 47

Slides 21. 10. 47

Covers 21. 10. 47

Pistons 17. 10. 47 21. 10. 47 Piston Rods 17. 10. 47

Connecting rods 17. 10. 47

Crank shaft 17. 10. 47

Thrust shaft ✓

Intermediate shafts ✓

Tube shaft ✓

Screw shaft ✓

Propeller ✓

Stern tube ✓

Engine and boiler seatings ✓

Engines holding down bolts ✓

Completion of fitting sea connections ✓

Boilers fixed

Engines tried under steam

Completion of pumping arrangements ✓

Thickness of adjusting washers

Main boiler safety valves adjusted ✓

Crank shaft material *Best Steel*

Identification Mark *3-613J-L.R.C.R.M.*

17.10.47 *RM*

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.....If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. *The steam generator sets have been*

constructed under special survey in accordance with the requirements of the Rules and approved plans; the steel was made at works approved by the Committee; the workmanship is good, and on completion the generator sets were tested upon the bench under full and overload conditions with satisfactory results

The sets have been dispatched to Glasgow for fitting on board the vessel.

The above generating sets have been efficiently installed, examined under full working conditions & found satisfactory

A. H. L. L. L.

Glasgow

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	38s. 6d.	£ 12 : 0 : 0	When applied for,
Special	...	£ :	17 NOV 1947
Donkey Boiler Fee	...	£ :	When received,
Travelling Expenses (if any)	£ 1 : 4 : 6		19.

Date *See accompanying Machy Rpt*

(The Committee's
Minute)

GLASGOW 27 JUL 1948

RM Boomer

Engineer Surveyor to Lloyd's Register of Shipping.



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