

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 24 FEB 1948 When handed in at Local Office 24 FEB 1948 Port of London  
 No. in Survey held at Bedford Date, First Survey 27 JANUARY Last Survey 13 FEBRUARY 1948  
 Reg. Book British Yeoman (Number of Visits 3) Tons Gross 8741  
on the British Yeoman Net 5032  
 Built at Haverhill-on-Tees By whom built Furness Shipbuilding Co Ltd Yard No. 412 Ship No. 412 When built 1948  
 Engines made at Bedford By whom made H. H. Allen Sons & Co Ltd Engine No. 2465750 When made 1948  
 Boilers made at M.N. By whom made British Tanker Co Ltd Boiler No. 412 When made 1948  
 Registered Horse Power 5.6 Owners British Tanker Co Ltd 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 Elec. Light Generating Sets Revs. per minute 500  
 Dia. of Cylinders 10" H.P. 13" L.P. Length of Stroke 62" No. of Cylinders Two No. of Cranks Two  
 Crank shaft, dia. of journals 3 1/8" at Fly End Crank pin dia. 3 1/2" Mid. length breadth 52" Thickness parallel to axis shrunk  
 as per Rule 3 1/8" at Fly End Mid. length thickness 2 3/8" Thickness around eye-hole —  
 Intermediate Shafts, diameter — Thrust shaft, diameter at collars —  
 as fitted — as fitted —  
 Tube Shafts, diameter — Screw Shaft, diameter — Is the { tube / screw } shaft fitted with a continuous liner { — }  
 as fitted — as fitted —  
 Bronze Liners, thickness in way of bushes — Thickness between bushes — Is the after end of the liner made watertight in the  
 as fitted — as fitted — 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 { No. and size — Pumps connected to the { No. and size —  
 Pumps { 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 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

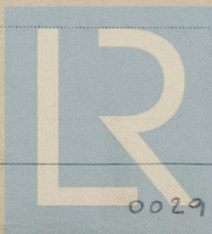
PLANS. Are approved plans forwarded herewith for Shafting — Main Boilers — Auxiliary Boilers — Donkey Boilers —  
 (If not state date of approval)

Superheaters — General Pumping Arrangements — Oil fuel Burning Piping Arrangements —

SPARE GEAR (Set for 2 Engines).  
 2. Piston Rods with Slipers & nuts  
 1 HP Piston & Ring  
 1 HP " Ring  
 1 LP " & Ring  
 1 LP " Ring  
 2 Pair Xhead Brasses. Bolts & nuts  
 2 " Conn Rod " " "  
 1 Set Gov. Springs  
 2 Main Bearing Bolts & nuts.  
 2 Coupling Bolts & nuts  
 2 Sets Carbon Brushes.  
 1 Line Brush Holders.  
 Also supplied with  
 2 Engines  
 1-4" St. Tho. Steam Separator  
 1-Trap.  
 2-5" Exh Steam Shute Valves.

The foregoing is a correct description.

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



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002916-002922-0152



1948 Jan 27 Feb 10-13

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 3

Dates of Examination of principal parts—Cylinders 13. 2. 48 Slides 13. 2. 48 Covers 13. 2. 48

Pistons 13. 2. 48 Piston Rods 13. 2. 48 Connecting rods 13. 2. 48

Crank shaft 13. 2. 48 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 Best Steel Identification Mark Lloyds 13. 2. 48 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 were not constructed under special survey, the sets were opened up & examined and found in good order. Bonnell tests were taken off crankshafts, connecting & piston rods. The steel was made at works approved by the Committee. The sets were tested upon the bench under full and overload conditions with satisfactory results.

The sets have been dispatched to Haverton Hill-on-Tees for fitting on board the vessel

These generators have now been securely fitted aboard & tried out under working conditions & found satisfactory.

6/2 Stuart.

The amount of Entry Fee ... £ 8 : 0 : When applied for,

Special ... £ : : 19

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £ 1 : 5 : 5 : 19

Date FRI. 8 APR 1949

Committee's Minute See F.E. Welch. xph.

R.W. Coomber

Engineer Surveyor to Lloyd's Register of Shipping.



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