

Received at London Office 26 SEP 1941

ENGINES, &c.—Description of Engines *Triple Expansion Vertical Surface Condensing* Revs. per minute *85.5*

Dia. of Cylinders *27" x 44" x 46"* Length of Stroke *51"* No. of Cylinders *3* No. of Cranks *3*

Crank shaft, dia. of journals *as per Rule 15.214* Crank pin dia. *16"* Crank webs *Mid. length breadth 1 1/2" Thickness parallel to axis 9 5/8" 10 1/8"*
as fitted 15 1/2" *Mid. length thickness 1 1/2" Thickness around eye-hole 8 1/4"*

Intermediate Shafts, diameter *as per Rule 14.49"* Thrust shaft, diameter at collars *as per Rule 15.214"*
as fitted 14 3/4" *as fitted 15 1/2" - 15 3/4"*

Tube Shafts, diameter *as per Rule 16.01"* Screw Shaft, diameter *as per Rule 16 1/4"* Is the *tube* shaft fitted with a continuous liner *yes*
as fitted 16 1/4" *as fitted 16 1/4"* *screw*

Bronze Liners, thickness in way of bushes *as per Rule 13.16"* Thickness between bushes *as per Rule 13.16"* Is the after end of the liner made watertight in the
as fitted 13 1/16" *as fitted 13 1/16"* 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 *yes*

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 *yes*

If two liners are fitted, is the shaft lapped or protected between the liners *yes* Is an approved Oil Gland or other appliance fitted at the after end of the tube
shaft *No* If so, state type *yes* Length of Bearing in Stern Bush next to and supporting propeller *5"-5"*

Propeller, dia. *18"-3"* Pitch *Varying* No. of Blades *4* Material *bronze* whether Moveable *No* Total Developed Surface *131.75* sq. feet

Feed Pumps worked from the Main Engines, No. *yes* Diameter *yes* Stroke *yes* Can one be overhauled while the other is at work *yes*

Bilge Pumps worked from the Main Engines, No. *2* Diameter *5"* Stroke *24"* Can one be overhauled while the other is at work *yes*

Feed Pumps { No. and size *2 @ 12" x 9" x 24", 1 @ 9" x 6" x 10"* Pumps connected to the { No. and size *2 @ 5" x 24"* *5" Connection Ballast Pump*
How driven *Steam* Main Bilge Line How driven *Main Engine* *Steam*

Ballast Pumps, No. and size *1 @ 10" x 12" x 12"* Lubricating Oil Pumps, including Spare Pump, No. and size *yes*

Are two independent means arranged for circulating water through the Oil Cooler *yes* Suctions, connected to both Main Bilge Pumps and Auxiliary
Bilge Pumps;—In Engine and Boiler Room *3 1/2" aft well 3 1/2" E.R. 3 1/2" E.R.s 2 1/2" Cofferdam 3 1/2" B.R. 3 1/2" B.R.s*

In Pump Room *(F-2) 1-2 1/2" Main P.R. (F) 1-3" Port 1-3 1/2" Ford 6 off 1-2 1/2" (P) 1-2 1/2" (S) Deep Tanks*
1-3 1/2" (P) 1-2 1/2" (S) 8 chain locker 1-2 1/2" (P) 1-2 1/2" (S) Main P. Room (A.R.) 1-3 1/2" (P)

Main Water Circulating Pump Direct Bilge Suctions, No. and size *1 @ 10" p.* Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size *1 @ 5" s.* Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes *mud box, valve & tail pipe*

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 *yes*

Are all Sea Connections fitted direct on the skin of the ship *yes* Are they fitted with Valves or Cocks *both*

Are they fixed 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*

Are they 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*

What Pipes pass through the bunkers *none* How are they protected *yes*

What pipes pass through the deep tanks *yes* Have they been tested as per Rule *yes*

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *yes*

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 *yes* Is the Shaft Tunnel watertight *none* Is it fitted with a watertight door *yes* worked from *yes*

PLANS. Are approved plans forwarded herewith for Shafting ^{2/1/40} 30/10/39 Main Boilers 16/10/39 Auxiliary Boilers ✓ Donkey Boilers ✓
(If not state date of approval)
Superheaters ✓ General Pumping Arrangements 12/3/40 Oil fuel Burning Piping Arrangements 8/10/40

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

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Manufacturer.



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Lloyd's Register
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002989-002996-0175

1940. Nov. 11. Dec. 26. 30. 31. 1941. Jan. 3. 7. 17. 21. Feb. 5. 11. 22. 27. 28. March 18. 24. 31. April 4. 8. 9. 15. 17. 21. 22. May 5. 12. 14. 15. 21. 22. 29. June 9. 11. 13. 16. 18. 25. 27. July 1. 7. 9. 11. 16. 17. 18. 21. 24. 25. 28. 31. Aug. 1. 2. 5. 6. 8. 11. 12. 13. 14. 15. 26. 27. 28. 29. 30. Sept. 1. 2. 3. 4. 5. 8. 9. 11. 16. 17. 18. 20. 22. 25. 1941. July 18. Aug. 18. Sept. 9. 15. 19. 29. Oct. 1. 2. (Huddersburgh)

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 82

Dates of Examination of principal parts—Cylinders 22/2/41 Slides 30/3/41 Covers 30/3/41

Pistons 1/5/41 Piston Rods 1/5/41 Connecting rods 24/3/41

Crank shaft 22/2/41 Thrust shaft 4/4/41 Intermediate shafts 7/8/41

Tube shaft ✓ Screw shaft 7/8/41 Propeller ✓

Stern tube 6/8/41 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 steel Identification Mark 9264 HAT Thrust shaft material steel Identification Mark 9265 HA

Intermediate shafts, material steel Identification Marks 9820 WEL Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material steel Identification Mark 9265 HAT Steam Pipes, material steel Test pressure 660 LB. Date of Test 25/9/41

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 ✓

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Tanker 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 required

Is this machinery duplicate of a previous case Yes If so, state name of vessel R.W. 2704

General Remarks (State quality of workmanship, opinions as to class, &c.)

The engines & boilers of this vessel have been constructed under Special Survey & in accordance with the approved plans.

The workmanship & materials have been found good.

The machinery has been forwarded to Haverston Hill to be fitted on board by Messrs. Thomas Shipbuilding Co. in their Yd. No. 334

In my opinion, this vessel will be eligible to have record of +LMC - with date - on completion.

The machinery fitted on board in accordance with the approved plans, & Rule Requirements, tried under steam & found working satisfactorily, & in our opinion is eligible for record of +LMC 10.41 & notation of T.S.(CL) 10.41, Forced draught & Superheater.

The ship's side inlet & discharge valves re-inforced in accordance with Admiralty Notice M.S. 2385/40 and M.S. 3199/40.

The amount of Entry Fee ... £ 6 : 0 : When applied for, 25/9/1941

Special 4/5 MC.. £ 86 : 19 : 20/10/41

Donkey Boiler Fee ... £ 21 : 15 : When received, 19

Travelling Expenses (if any) £ :

Committee's Minute

Assigned

FRI. 31 OCT 1941

Clive Bell R. J. Easton
Engineer Surveyor to Lloyd's Register of Shipping



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