

4. 117447
REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.
Received at London Office 10 JAN 1949
Writing Report 29 Nov 1948 When handed in at Local Office 30 Nov 1948 Port of London
Survey held at Bedford Date, First Survey 11 June 1948 Last Survey 19-11-1948
on the motor launch "British Mariner" Tons Gross 55-45
at Glasgow By whom built Harland & Wolff Ltd Yard No. 13789 When built 1948
Engines made at Bedford By whom made W. H. Allen & Sons Ltd Engine No. R2/69060 When made 1948
Boilers made at Bedford By whom made Harland & Wolff Boiler No. 13489 When made 1948
Registered Horse Power Owners British Launder Co. Ltd Port belonging to London
Horse Power as per Rule 417. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
for which vessel is intended Ocean going, carrying Petroleum in Bulk.

Engines, &c.—Description of Engines. Elec. Gen. Sets. Revs. per minute 500.
No. of Cylinders 10 H.P. & 15 L.P. Length of Stroke 62 No. of Cylinders 2 No. of Cranks 2
Shaft, dia. of journals 3 7/8 at Fly end. 3 1/2 at middle 3 1/2 at prop. end. Crank pin dia. 3 1/2
Mid. length breadth 5 1/2 Thickness parallel to axis
Crank webs Mid. length thickness 2 3/8 shrunk Thickness around eye-hole
Intermediate Shafts, diameter as fitted Thrust shaft, diameter at collars as fitted
Shafts, diameter as fitted Screw Shaft, diameter as fitted Is the tube screw shaft fitted with a continuous liner
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
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
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 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
If so, state type. Length of Bearing in Stern Bush next to and supporting propeller
Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Pumps connected to the Main Bilge Line No. and size How driven
Lubricating Oil Pumps, including Spare Pump, No. and size
Two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to Main Bilge Pumps and Auxiliary
Pumps:—In Engine and Boiler Room. In Holds, &c.
Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes.
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.
All Sea Connections fitted direct on the skin of the ship. Are they fitted with Valves or Cocks.
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.
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.
At Pipes pass through the bunkers. How are they protected.
At pipes pass through the deep tanks. Have they been tested as per Rule.
All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times.
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
apartment 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.
and Description of Boilers Working Pressure.
A REPORT ON MAIN BOILERS NOW FORWARDED?
A DONKEY BOILER FITTED? If so, is a report now forwarded?
Is the donkey boiler be used for other than domestic purposes.
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.
Is the spare gear required by the Rules been supplied.
Is the principal additional spare gear supplied.
1 Set as below for 2 Engines.
1. H.P. piston Rod.
1. L.P. " "
1. H.P. Piston & Ring
1. L.P. " " Ring.
1. L.P. " " Ring.
1. L.P. " " Ring.
2. Piston head Brasses, Bolts & Nuts.
2. " Conn Rod Brasses " "
1 Set Gov. Springs.
2 main Bg Bolts & Nuts.
6 Coupling " " "
2 Sets Carbon Brushes.
1 Line Brush Holder.

The foregoing is a correct description.
Keedge for W.H. Allen & Sons Ltd Bedford Manufacturer.
Lloyd's Register Foundation
003065-003074-0197

Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - - -

Total No. of visits

1948: June 11, 15, 30 Aug 13, 17, 19, 31 Sep 7, 10, 14, 17, 24 Nov 19

13 (in shops)

Dates of Examination of principal parts—Cylinders 7.9.48

Slides 7.9.48

Covers 7.9.48

Pistons 17.9.48

Piston Rods 17.9.48

Connecting rods 31.8.48

Crank shaft 30.6.48

Thrust shaft ✓

Intermediate shafts ✓

Tube shaft ✓

Screw shaft ✓

Propeller ✓

Stern tube ✓

Engine and boiler seatings ✓

Engines holding down bolts ✓

Completion of fitting sea connections ✓

Boilers fixed ✓

Engines tried under steam ✓

Completion of pumping arrangements ✓

Main boiler safety valves adjusted ✓

Thickness of adjusting washers ✓

Identification Mark ✓

Crank shaft material *Best steel*

Identification Mark

Thrust shaft material ✓

Identification Mark ✓

Intermediate shafts, material ✓

Identification Marks ✓

Tube shaft, material ✓

Date of Test ✓

Screw shaft, material ✓

Identification Mark ✓

Steam Pipes, material ✓

Test pressure ✓

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 ✓

If so, have the requirements of the Rules been complied with ✓

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

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 *Harland & Wolff No. 1365 for British Tanker*

General Remarks (State quality of workmanship, opinions as to class, &c. *The steam generating 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.

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

These Generators have now been installed in the above vessel, and tried under working conditions satisfactorily.

K. Chis. Juniper

Glasgow, Dec/48

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	28/6	£ 8	: 0	: When applied for,
Special		£	:	30 Nov 1948
Donkey Boiler Fee		£	:	When received,
Travelling Expenses (if any)	3	£ 3	: 11	: 7

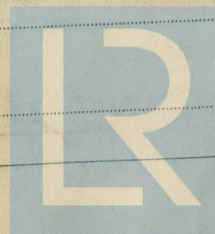
Date GLASGOW 18 JAN 1949

Committee's
Minute

SEE ACCOMPANYING MACHINERY REPORT

R. W. Coomber

Engineer Surveyor to Lloyd's Register of Ships



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Foundation