



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 Marine' Tons Gross 55.45 Net
at Glasgow By whom built Harland & Wolff Ltd Yard No. 13789 When built 1948
Engines made at Bedford By whom made W. H. Allen four sets Engine No. R2/69060 When made 1948
Boilers made at Bedford By whom made Harland & Wolff Boiler No. 12489 When made 1948
Registered Horse Power Owners British Launches Ltd Port belonging to London
Horse Power as per Rule 4.17. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
for which vessel is intended Beam going carrying Petroleum in Bulk.

DESCRIPTION OF ENGINES. Elec. gen. sets.
No. of Cylinders 10 HP & 15 LP Length of Stroke 62 No. of Cylinders 2 Revs. per minute 500
No. of Cranks 2
Shaft, dia. of journals 3 3/8 at Fly end. 3 1/4 at middle 3 1/2 at fore end. Crank pin dia. 3 1/2
Mid. length breadth 5 1/2 Thickness parallel to axis
Crank webs shrunk Thickness around eye-hole
Mid. length thickness 2 3/8
Intermediate Shafts, diameter as fitted Thrust shaft, diameter at collars as fitted
Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted
Is the tube screw shaft fitted with a continuous liner

Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted
Is the after end of the liner made watertight in the stern tube
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

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet
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
Manufacture No. and size Pumps connected to the Main Bilge Line No. and size How driven
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,
and size 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
PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
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. HP piston Rod. 1 Set Gov. Springs.
1. L.P. " 2 main Bg Bolts & Nuts.
1. HP Piston & Ring 6 Coupling " "
1. L.P. " "
1. T.H.P. " Ring.
1. L.P. " "
2. Pistonhead Brasses, Bolts & Nuts. 2 Sets Carbon Brushes.
2. " Conn Rod Brasses " 1 Linc Brush Holder

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

Dates of Survey while building

During progress of work in shops - - - 1948: June 11, 15, 30, Aug 13, 17, 19, 31, Sep 7, 10, 14, 17, 24, Nov 19
During erection on board vessel - - -
Total No. of visits 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 ✓ Thickness of adjusting washers ✓
Main boiler safety valves adjusted ✓ 222N LLOYDS 30-6-48 ✓ Identification Mark ✓
Crank shaft material *Bart steel* Identification Mark ✓ 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 *Harland Street 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.

*A. Craig 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	2 sets	£ 8 : 0	When applied for, 30 Nov 1948
Special		£ :	
Donkey Boiler Fee		£ :	When received, 19
Travelling Expenses (if any)		£ 3 : 11 7	

R.W. Coomber
Engineer Surveyor to Lloyd's Register of Shipping

Date GLASGOW 18 JAN 1949

Committee's Minute SEE ACCOMPANYING MACHINERY REPORT

