

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

11 JUN 1947

Date of writing Report 30. 5 19 47 When handed in at Local Office 31. 5 19 47 Port of **GLASGOW**
 No. in Survey held at **ARDROSSAN** Date, First Survey **13th May 1947** Last Survey **13th May 1947**
 Reg. Book **2481** on the **"NARVA"** ex **"EMPIRE CONFERENCE"** Tons { Gross **1901**
 Built at **GAVLE** By whom built **GAVLE VRVS-SVERKSTADS NYA A/B** Yard No. **-** When built **1943**
 Engines made at **HAMBURG** By whom made **CHRISTENSEN & MEYER** Engine No. **-** When made **1943**
 Boilers made at **HAMBURG** By whom made **CHRISTENSEN & MEYER** Boiler No. **-** When made **1943**
 Registered Horse Power **-** Owners **GLEN & CO.** Port belonging to **GLASGOW**
 Nom. Horse Power as per Rule **-** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**

Trade for which vessel is intended **GENERAL**

ENGINES, &c.—Description of Engines **Double Compound (uniflow in L.P. engine)** Revs. per minute **-**
 Dia. of Cylinders **(2) 15½ and 35½** Length of Stroke **33½** No. of Cylinders **4** No. of Cranks **4**
 Crank shaft, dia. of journals **10.7/8"** Crank pin dia. **10.7/8"** Mid. length breadth **17½/16"** Thickness parallel to axis **6.11/16"**
 as per Rule **10.7/8"** Crank webs **6.11/16"** shrunk Thickness around eye-hole **5"**
 Intermediate Shafts, diameter **10.3/16"** Thrust shaft, diameter at collars **10.5/8"**
 as per Rule **10.3/16"** as fitted **10.5/8"**
 Tube Shafts, diameter **-** Screw Shaft, diameter **11.3/16"** Is the { screw } shaft fitted with a continuous liner { **Yes**
 as per Rule **-** as fitted **11.3/16"**
 Bronze Liners, thickness in way of bushes **5/8"** Thickness between bushes **-** Is the after end of the liner made watertight in the
 as fitted **5/8"** as fitted **-**
 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 **-**
 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 **No** If so, state type **-** Length of Bearing in Stern Bush next to and supporting propeller **45"**
 Propeller, dia. **13 ft.** Pitch **11ft** No. of Blades **4** Material **C.I.** whether Moveable **No** Total Developed Surface **-** sq. feet
 Feed Pumps worked from the Main Engines, No. **2** Diameter **80 m/m** Stroke **-** Can one be overhauled while the other is at work **Yes**
 Bilge Pumps worked from the Main Engines, No. **2** Diameter **80m/m** Stroke **-** Can one be overhauled while the other is at work **-**
 Feed { No. and size **2 @ 80m/m, 1-7ton/hour** Pumps connected to the { No. and size **2 @ 80 m/m 1 @ 100 ton/hr. 1 @ 35 tons/hr.**
 pumps { How driven **Main Engines Steam** Main Bilge Line { How driven **Main Engines Steam Steam**
 Ballast Pumps, No. and size **1 @ 100 tons per hour** Lubricating Oil Pumps, including Spare Pump, No. and size **-**
 Are two independent means arranged for circulating water through the Oil Cooler **-** Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room **After well 1 @ 2½", Stokehold 2 @ 2½", Engine Room 1 @ 3½", 1 @ 3"**
 In Pump Room **None** In Holds, &c. **Forepeak 3", No.1 hold 1 @ 2½", No.2 hold 2 @ 3"**
No.3 hold 2 @ 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size **1 @ 6"** Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size **1 @ 3½"** Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes **Yes**
 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 **above**
 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**
 That Pipes pass through the bunkers **None** How are they protected **-**
 That pipes pass through the deep tanks **no 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 **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 **-** worked from **-**

MAIN BOILERS, &c.—(Letter for record **-**) Total Heating Surface of Boilers **2971 sq. ft.**
 Which Boilers are fitted with Forced Draft **Yes** Which Boilers are fitted with Superheaters **-**
 No. and Description of Boilers **Two Multitubular** Working Pressure **227 lbs.**

IS A REPORT ON MAIN BOILERS NOW FORWARDED? **Yes**IS A DONKEY BOILER FITTED? **No**If so, is a report now forwarded? **-**Can the donkey boiler be used for domestic purposes only **-**

PLANS. Are approved plans forwarded herewith for Shafting **No** Main Boilers **Yes** Auxiliary Boilers **No** Donkey Boilers **-**
 (If not state date of approval)

Superheaters **No** General Pumping Arrangements **Yes** Oil fuel Burning Piping Arrangements **None**

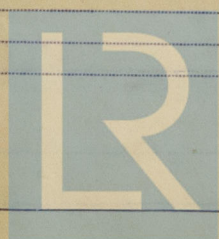
SPARE GEAR.

Is the spare gear required by the Rules been supplied **Yes**Are the principal additional spare gear supplied **-**

Shipping

The foregoing is a correct description.

Manufacturer.



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REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Dates of Survey while building { During progress of work in shops - - -
During erection on board vessel - - -
Total No. of visits - - -

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft 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 Identification Mark Thrust shaft material Identification Mark
Crank shaft material Identification Marks Tube shaft, material Identification Mark
Intermediate shafts, material Identification Mark Steam Pipes, material Test pressure Date of Test
Screw shaft, material Identification Mark Is an installation fitted for burning oil fuel **No** 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 **No** 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 **No** If so, state name of vessel

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

The above forwarded for the information of the Committee.

The Owner's Representative states that the cut-off, under working conditions is 35% with the maximum of 50%.

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	£	:	:	When applied for,
Special	£	:	:	19
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

Committee's Minute

Assigned

GLASGOW

10 JUN 1947

SEE ACCOMPANYING MACHINERY REPORT

J Crawford

Engineer Surveyor to Lloyd's Register of Shipping.



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inaccuracy
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