

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 4 JUN 1953

Date of writing Report 25/5/1953 When handed in at Local Office 26/5/1953 Port of Glasgow

No. in Survey held at Renfrew Date, First Survey 10.8.1951 Last Survey 18.5.1953
 Reg. Book (Number of Visits 57)

on the Beddyreaf Tons { Gross 2219
 Net 901

Built at Dundee By whom built Caledon Shipbuilding Co., Ltd. Yard No. 492 When built

Engines made at Renfrew By whom made Lobnitz & Co. Ltd. Engine No. B.1558 When made 1953.

Boilers made at Renfrew By whom made Boiler No. When made

Registered Horse Power 1750 Owners The Admiralty Port belonging to London

Nom. Horse Power as per Rule NEW M.M. 315
OLD R.N. 400 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted yes

Trade for which vessel is intended Fleet Tanker

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 227

Dia. of Cylinders 16 - 27½ 43½ Length of Stroke 21 No. of Cylinders 3 No. of Cranks 3

as per Rule 8.26 Mid. length breadth 15½ Thickness parallel to axis 5.11/16

Crank shaft, dia. of journals 9½ Crank pin dia. 9½ Crank webs 5.11/16 shrunk Thickness around eye-hole 4.1/4

as per Rule 8.87 Mid. length thickness 5.11/16 as per Rule -

Intermediate Shafts, diameter 9½ Thrust shaft, diameter at collars 8½

as per Rule - as fitted 8½

Tube Shafts, diameter - Screw Shaft, diameter 9½" Is the { tube } shaft fitted with a continuous liner { no

as per Rule - as fitted 9½" Is the { screw }

Bronze Liners, thickness in way of bushes - Thickness between bushes - Is the after end of the liner made watertight in the

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 yes If so, state type "Cederväl" Length of Bearing in Stern Bush next to and supporting propeller 3 - 1½"

Propeller, dia. 8'-6" Pitch 6'-9" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 32 sq. feet

Feed Pumps worked from the Main Engines, No. none Diameter - Stroke - Can one be overhauled while the other is at work -

Bilge Pumps worked from the Main Engines, No. none Diameter - Stroke - Can one be overhauled while the other is at work -

Feed Pumps { No. and size } Pumps connected to the { No. and size }
 { 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 S) Total Heating Surface of Boilers 7520 sq.ft.

Which Boilers are fitted with Forced Draft Both Which Boilers are fitted with Superheaters none

No. and Description of Boilers 2 cylindrical Working Pressure 250 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? no

IS A DONKEY BOILER FITTED? no 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 29.10.51 Main Boilers no Auxiliary Boilers - Donkey Boilers -

(If not state date of approval)

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

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes

State the principal additional spare gear supplied -

The foregoing is a correct description.

For LOBNITZ & CO. LTD.

Darlow Manufacturer.
D.W. Low Director.



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Lloyd's Register Foundation

003391-003400-0047

Dates of Survey while building
During progress of work in shops - - (1951) Aug 10. Sep 6. 17. Oct 4. 5. Nov 23. 30. Dec 14. (1952) Jan 7. 23. Feb 1. 14. 25. 27. Mar 3. 7. 26. 28. Apr 21. 23. 25. 28. May 14. 24. June 16. 18. 27. 30. July 2. 9. 11. 25. Aug 13. 25. Sept 3. 5. 8. 10. 18. Oct 1. 3. 10. 22. 27. Nov 3. 5. 10. 12. 21. 24. Dec 1. 17. (1953) Feb 3. 4. Mar 25. May 18.
During erection on board vessel - - -
Total No. of visits 57.

Dates of Examination of principal parts—Cylinders 4.8.52, 27.6.52, 3.9.52 Slides 10.10.52 Covers 4.8.52, 27.6.52, 3.9.52
Pistons 10.10.52 Piston Rods 12.11.52 Connecting rods 12.11.52
Crank shaft 27.10.52 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 steel Identification Mark 23174 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 "EDDY BEACH"

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been constructed under Special Survey, in accordance with the Rules and approved plans, the materials and workmanship are good.

It has been despatched to Dundee for installation in Caledon Shipbuilding Co., Ltd's No. 492.

The machinery has been efficiently installed on board the vessel seen under working conditions & found satisfactory. & is eligible in my opinion to be classed in the Register book with the record of + LMC 10.53.

10% old fees £ 5 : 16
90% new fee £ 37 : 16
The amount of Entry Fee £ 43 : 12
Specification
Special welding £ 3 : 15
Donkey Boiler Fee £ : :
Travelling Expenses (if any) £ : :
When applied for, 3 JUN 1953
When received, 10.

Date

GLASGOW

3 JUN 1953

Committee's Minute

Deferred for completion

J. K. Mauley
James Crawford
Engineer Surveyor to Lloyd's Register of Shipping.