

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 8-6-1937 When handed in at Local Office 10 JUN 1937 Received at London Office JUN 11 1937
 No. in Survey held at Thorne Port of Thorne
 Reg. Book. 68537 on the Steam Tug "NESS POINT" Date, First Survey 22/1/37 Last Survey 3/6/1937
 (Number of Visits 11)
 Built at Thorne By whom built Richard Dunstan & Co. Yard No. 289 Tons { Gross 85 Net 0
 Engines made at Newbury By whom made Plenty & Son Ltd. Engine No. 2736 When built 1937
 Boilers made at Carfin By whom made Alex. Anderson & Son Ltd. Boiler No. 3415 when made 1937
 Registered Horse Power _____ Owners London North Eastern Railway Port belonging to Jawestoft
 Nom. Horse Power as per Rule 29 Is Refrigerating Machinery fitted for cargo purposes None Is Electric Light fitted None
 Trade for which Vessel is intended Steaming Services

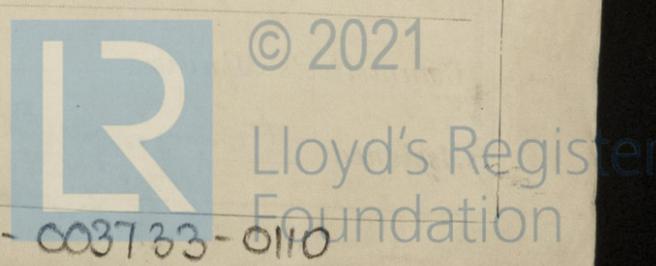
ENGINES, &c.—Description of Engines Compound, Vertical, Surface Condensing
 Dia. of Cylinders 8 1/2" x 17" Length of Stroke 12" No. of Cylinders 2 each = 4 Revs. per minute _____
 Crank shaft, dia. of journals as per Rule 3.83" Crank pin dia. 4" Crank webs Mid. length breadth 5" No. of Cranks 2 each = 4 @ 90°
 as fitted 4" Mid. length thickness 2 1/2" Thickness parallel to axis _____
 Intermediate Shafts, diameter as per Rule 3.65" Thrust shaft, diameter at collars as per Rule 3.83"
 as fitted 3 3/4" (Forged in one with Crank shaft) fitted _____
 Tube Shafts, diameter as per Rule _____ Screw Shaft, diameter as per Rule 4.05" Is the tube shaft fitted with a continuous liner? Yes
 as fitted _____ Is the screw shaft fitted with a continuous liner? Yes
 Bronze Liners, thickness in way of bushes as per Rule 4.15" Thickness between bushes as per Rule 3.11" Is the after end of the liner made watertight in the propeller boss? Yes
 as fitted 9/16" as fitted 7/16" 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 Length of Bearing in Stern Bush next to and supporting propeller A.B.R. 19 1/2"
 Propeller, dia. 57" Pitch 6'-5" No. of Blades 4 Material C.I. whether Moveable Solid Total Developed Surface each 7.4 sq. feet
 Feed Pumps worked from the Main Engines, No. 1 ea Engine Diameter 1 1/2" Stroke 6" Can one be overhauled while the other is at work? Yes
 Bilge Pumps worked from the Main Engines, No. do Diameter do Stroke do Can one be overhauled while the other is at work? Yes
 Feed Pumps { No. and size one 6" x 4 1/2" x 6 1/4" 2 ABOVE Main Engines. Main Bilge Line { No. and size one 6" x 4 1/2" x 6 1/4" 2 ABOVE ONE STEAM FLECTOR.
 How driven Aux Engine How driven Aux Engine MAIN ENG.
 Ballast Pumps, No. and size GEN. SERVICE PUMP ONLY Lubricating Oil Pumps, including Spare Pump, No. and size _____
 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 Port & Star Main Engines. Direct Suctions 1/4" dia. 4. 2 @ 2" from Main Line
 In Holds, &c. Fore peak 1 @ 2" dia. Fore cabin 1 @ 2" dia. Aft hold 1 @ 2" dia. Aft peak 1 @ 2 1/2" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 3" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size None
 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? Yes
 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
 What Pipes pass through the bunkers? None How are they protected? Steel guard
 What pipes pass through the deep tanks? None 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? worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 581 sq. ft.
 Is Forced Draft fitted? No No. and Description of Boilers One S.B. Working Pressure 160 lbs./sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes
 PLANS. Are approved plans forwarded herewith for Shafting 22. P. 36 Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval) Superheaters _____ General Pumping Arrangements 2. 2. 37 Oil fuel Burning Piping Arrangements _____
 SPARE GEAR. State the articles supplied:— As detailed in Lon Rpt No 104272

The foregoing is a correct description,

Manufacturer.



003727-003733-0110

If not, state whether, and when, one will be so

During progress of work in shops - -

Dates of Survey while building

During erection on board vessel - -

1937: - Jan 22. Feb 2. Apr 2. 4. 15. 15. 26. 28. 30. May 3. June 3.

Total No. of visits

11

Dates of Examination of principal parts—Cylinders *Lon Rpt* Slides *Lon Rpt* Covers *Lon Rpt*
 Pistons *Lon Rpt* Piston Rods *Lon Rpt* Connecting rods *Lon Rpt*
 Crank shaft *Lon Rpt* Thrust shaft *Lon Rpt* Intermediate shafts *Lon Rpt*
 Tube shaft *Lon Rpt* and Screw shaft *Lon Rpt* Propeller *Lon Rpt*
 Stern tube *Lon Rpt* Engine and boiler seatings 2-4-37 Engines holding down bolts 14-4-37
 Completion of fitting sea connections 7-4-37
 Completion of pumping arrangements 30-4-37 Boilers fixed 14-4-37 Engines tried under steam 5-6-37
 Main boiler safety valves adjusted 3-6-37 Thickness of adjusting washers 2 1/32" Port 25/32" Star

2 Crank shaft material *Steel* Identification Mark 2436 C.H.L.P. Thrust shaft material Identification Mark ✓
 2 Intermediate shafts, material *Steel* Identification Marks 397/602 Tube shaft, material Identification Mark -
 2 Screw shaft, material *Steel* Identification Mark 2743 C.R.K. Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel *Yes* 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 ✓
 Is this machinery duplicate of a previous case *Yes* If so, state name of vessel ✓

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

The Machinery of this vessel has been fitted on board under Special Survey & in accordance with the Rules & the approved plans. The workmanship & material are good & when tried under steam it was found satisfactory in every respect.

The Machinery of this vessel is eligible, in our opinion, to be classed & to have the records of L.M.C. 6.37. C.L. & the notation C. 4 Cy 8 1/2" 17" - 12" - 160 lbs. 29 N.H. 1.S.B. 2 pf. G.S. 23.5. H.S. 581.

The amount of Entry Fee ... £ 4 : 16 :
 Special ... £ : :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :

When applied for: 1.0 JUN 9 1937
 When received: 12.8 1937

Dicky
 W.S. Shields
 Engineer Surveyor to Lloyd's Register of Shipping.

TUE 15 JUN 1937

Committee's Minute
 Assigned *+ Lmb 6 37*



Certificate to be sent to

The Surveyors are requested not to write on or below the space for Committee's Minute.

NOTE: The words which do not apply should be deleted.