

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
Reg. Book.

Thorne

Port of

Date, First Survey 22/1/37 Last Survey 3/6/1937

(Number of Visits 11)

Gross 86.

Net 0.

Built at Thorne

By whom built

Richard Dunstan & Co.

Yard No. 289

When built 1937

Engines made at

Newbury.

By whom made

Plenty & Son Ltd.

Engine No. 2736

when made 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

Jawestoff.

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

Towing Services

ENGINES, &c.—Description of Engines

Dia. of Cylinders $8\frac{1}{2}'' \times 17''$ Length of Stroke 12" No. of Cylinders 2 each 4" No. of Cranks 2 each = 4 @ 90°
 Crank shaft, dia. of journals as per Rule 3.83" Crank pin dia. 4" Crank webs Mid. length breadth 5" Mid. length thickness 2½" Thickness parallel to axis
 Intermediate Shafts, diameter as per Rule 3.65" as fitted 3.4" Thrust shaft, diameter at collars as per Rule 3.83" (Forged in one with Crank shaft) as fitted 4" Is the tube screw shaft fitted with a continuous liner? Yes
 Tube Shafts, diameter as per Rule 4.05" as fitted 4½" Is the tube screw shaft fitted with a continuous liner? Yes
 Bronze Liners, thickness in way of bushes as per Rule 4.15" as fitted 9/16" Thickness between bushes as per Rule 3.11" as fitted 7/16" Is the after end of the liner made watertight in the 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? 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? Yes
 Length of Bearing in Stern Bush next to and supporting propeller 19½"

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 & 2 Engine Diameter 1½" Stroke 6" Can one be overhauled while the other is at work? Yes

Bilge Pumps worked from the Main Engines, No. 1 & 2 Engine Diameter 1½" Stroke 6" Can one be overhauled while the other is at work? Yes

Feed Pumps No. and size 6" 6" 4½" x 6" 4" 2 ABOVE Main Engines Main Bilge Line Pumps connected to the No. and size 6" 4" 4" 6" 2 ABOVE ONE STEAM FLECTOR

How driven Aux Engine MAIN ENG. How driven Aux Engine MAIN ENG.

Bilge Pumps, No. and size 6" 6" 4½" x 6" 4" 2 ABOVE Main Engines Main Bilge Line Pumps connected to the No. and size 6" 4" 4" 6" 2 ABOVE ONE STEAM FLECTOR

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 Port & Star Main Engines Direct Suctions 1½" 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 @ 2½" 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 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates? Yes

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel? Yes

What Pipes pass through the bunkers? None

What pipes pass through the deep tanks? None

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 8) 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

PLANS. Are approved plans forwarded herewith for Shafting 28. P. 36 Main Boilers Gls Rpt Auxiliary Boilers Donkey Boilers

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.



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003727-003733-0110

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

Is a Report also sent on the Hull of the Ship?

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

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. 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* 7.4.37 Propeller *Lon Rpt* 7.4.37

Stern tube *Lon Rpt* 7.4.37 Engine and boiler seatings 2.4.37 Engines holding down bolts 14.4.37

Completion of fitting sea connections 7.4.37 Boilers fixed 14.4.37 Engines tried under steam 3.6.37

Completion of pumping arrangements 30.4.37 Main boiler safety valves adjusted 3.6.37 Thickness of adjusting washers 2 1/32" Port 2 1/32" 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.H.L.P.* 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. *Yes*

Have the requirements of the Rules for the use of oil as fuel been complied with *Yes*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *Yes* If so, have the requirements of the Rules been complied with *Yes*

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *Yes*

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 efficient, in our opinion, to be classed & to have the records of *24 L.M.C. 6.37. C.L. & the notation C. 4 Cy 8 1/2" 17" - 12" - 160 lbs. 29 N.H. 1.3B. 2 pf. G.S. 23.5. H.S. 581.*

Certificate to be sent to

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

D. J. J. J. J.

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

TUE 15 JUN 1937

Committee's Minute

Assigned *+ Lmb 6.37*
CL

