

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 7 APR 1937

Date of writing Report 6 April 1937 When handed in at Local Office 7 APR 1937 Port of London  
 No. in Survey held at Newbury Date, First Survey 29 Sept 1936 Last Survey 22 March 1937  
 Reg. Book. Noss Point (Number of Visits 12)  
 on the Twin Screw Tug.  
 Built at Thorne, Doncaster By whom built R. Dunston Ltd. Yard No. 289 Tons Gross  
 Engines made at Newbury By whom made Plenty & Son Ltd. Engine No. 2736 When made 1937  
 Boilers made at Anderson By whom made Anderson Boiler No. 3415 When made 1937  
 Registered Horse Power 29 Owners London North Eastern Railway Port belonging to   
 Nom. Horse Power as per Rule 29 Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓  
 Trade for which Vessel is intended Towing Services. Ocean going

ENGINES, &c.—Description of Engines Compound. Surface condensing Revs. per minute 490  
 Dia. of Cylinders 8 1/2 - 17 Length of Stroke 12 No. of Cylinders 2 each = 4 No. of Cranks 2 each = 4  
 Crank shaft, dia. of journals as per Rule 3.83 Crank pin dia. 4 Crank webs 5 Mid. length breadth 5 Thickness parallel to axis ✓  
 Intermediate Shafts, diameter as per Rule 3.65 Thrust shaft, diameter at collars as per Rule 3.83 Thickness around eye-hole ✓  
 Tube Shafts, diameter as per Rule 4.05 Is the tube shaft fitted with a continuous liner ✓  
 Screw Shaft, diameter as per Rule 4.12 Is the screw shaft fitted with a continuous liner ✓  
 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 ✓  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner in one length  
 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 fits  
 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 ✓  
 shaft No If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 24" A. 19 1/2  
 Propeller, dia. 4' 9" Pitch 6' 5" No. of Blades 4 Material Cast Iron whether Moveable Solid Total Developed Surface each 7.4 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 (each) Diameter 1 1/2" Stroke 6" Can one be overhauled while the other is at work ✓  
 Bilge Pumps worked from the Main Engines, No. 2 (each) Diameter 1 1/2" Stroke 6" Can one be overhauled while the other is at work ✓  
 Feed Pumps { No. and size One 6" 4 1/2 x 6 Pumps connected to the { No. and size one 6" 4 1/2 x 6  
 How driven Steam Main Bilge Line { How driven Steam  
 Ballast Pumps, No. and size Four 1 1/2" (Main Engines) 4 x 4 1/2 x 5 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 two 1 1/2" (Main Engines) two 2" (Main Engines + aux Pump) one 2 1/2" Bilge Ejector  
 In Pump Room ✓ In Holds, &c. Fore Peak 2" Fore Compmt 2" aft Compmt 2"

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 2 1/2" Bilge Ejector  
 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 sized 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 ✓) Total Heating Surface of Boilers 581 sq. feet  
 Is Forced Draft fitted No No. and Description of Boilers One 2 flued single ended Working Pressure 160 lb  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? ✓  
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓  
 Is the donkey boiler intended to be used for domestic purposes only ✓

PLANS. Are approved plans forwarded herewith for Shafting 28-8-36 Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓  
 (If not state date of approval)  
 Superheaters ✓ General Pumping Arrangements 2-2-37 Oil fuel Burning Piping Arrangements ✓

## SPARE GEAR.

Has the spare gear required by the Rules been supplied ✓  
 State the principal additional spare gear supplied 2 Propellers, 6 Condenser tubes, 2 fuel check valves, 2 fuel stop valves, 2 safety valves, Springs

The foregoing is a correct description,

Manufacturer.

FOR AND ON BEHALF OF

PLENTY &amp; SON, LIMITED.

Secretary

SECRETARY

003727-003733-0111



Dates of Examination of principal parts—Cylinders 19.1.37 Slides 11.2.37 Covers 19.1.37

Pistons 11.2.37 Piston Rods 28.1.37 Connecting rods 28.1.37

Crank shafts 19.1.37 Thrust shafts *Bank shafts* Intermediate shafts 11.2.37

Tube shaft ✓ Screw shafts 11.2.37 Propellers 11.2.37

Stern tube 11.2.37 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 *Q.2 Steel* Identification Mark *Lloyds 2436 do CHIP 28.9.36 2437* Thrust shaft material *Bank shaft* Identification Mark ✓

Intermediate shafts, material *Q.2 Steel* Identification Marks *Lloyds 297/602 QTC 23.10.36 SAIL 11.2.37* Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material *Q.2 Steel* Identification Mark *Lloyds 2743 CRR 23.10.36 SAIL 28.2.37 do 2744* Steam Pipes, material *2 C.I.M. Eng. Works 2 C.I.M. Eng. Works 2 C.I.M. Eng. Works* Test pressure 320 lb Date of Test 22.3.37

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 *No* If so, state name of vessel ✓

*General Remarks* (State quality of workmanship, opinions as to class, &c. *Workmanship good.*

These main engine, shafting and steam gear have been specially surveyed during construction and are in accordance with the approved plans and the Rules.

The materials used have been made at works approved by the Committee and tested by the surveyors to this Society and as far as can be seen they are sound and free from defects.

This machinery is now being dispatched to Thorne for fitting onboard and will merit in my opinion the notation of + LMC of suitable date in the Register Book when installed and tested as required by the Rules.

Attached hereto Forging certificate 5 in N°.

Mim fee \$15-0-0

The amount of Entry Fee	... £	2 : 0 - 0	When applied for, <b>- 7 APR 1937</b> When received, <b>28.4.1937</b>
Special $\frac{2}{5}$ of £ 15.00	£	6 : 0 - 0	
Donkey Boiler Fee	... £	✓ : - - -	
Travelling Expenses (if any)	£	2 : 5 - 0	

TUE 15 JUN 1937

## Committee's Minute

*Assigned*

See Ind. F.B. 47905

Geo. A. Loring  
Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register  
Foundation

**Certificate to be sent to**

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The Survivors are requested not to write on or below the space for Committee's Minutes.)