

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 45 When handed in at Local Office 6.7.45 Port of NEWCASTLE-ON-TYNE
 No. in Survey held at NEWCASTLE-ON-TYNE Date, First Survey (1944) May 22 Last Survey July 2nd 1945
 Reg. Book NEWCASTLE-ON-TYNE (Number of Visits 92) Tons Gross 8169
Net 4644
 on the TANKER S/S "REGENT HAWK"
 Built at NEWCASTLE By whom built SWAN, HUNTER & NICHAM RICHARDSON LTD Yard No. 1701 When built 1945
 Engines made at NEWCASTLE By whom made SHAWR Engine No. 1776 When made 1945
 Boilers made at NEWCASTLE By whom made SHAWR Boiler No. 1776 When made 1945
 Registered Horse Power 617 Owners TRINIDAD LEASEHOLDS LIMITED Port belonging to LONDON
 Nom. Horse Power as per Rule 617 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES
 Trade for which vessel is intended OPEN SEA

ENGINES, &c. Description of Engines TRIPLE EXPANSION RECIPROCATING Revs. per minute 100 (106)
 Dia. of Cylinders 24 1/2" x 40" x 68" Length of Stroke 45" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 13.64" Crank pin dia. 14" Crank webs Mid. length breadth 22 1/8" Thickness parallel to axis 8 7/8"
as fitted 13 3/4" Mid. length thickness 8 5/8" Thickness around eye-hole 6 3/4" AT CRANKPIN
 Intermediate Shafts, diameter as per Rule 12.99" Thrust shaft, diameter at collars as per Rule 13.64"
as fitted 13" as fitted 13 3/4"
 Tube Shafts, diameter as per Rule 14.34" Screw Shaft, diameter as fitted 14 3/8" Is the tube shaft fitted with a continuous liner YES
as fitted as fitted
 Bronze Liners, thickness in way of bushes as per Rule .741" Thickness between bushes as per Rule .555" Is the after end of the liner made watertight in the
as fitted 3/4" as fitted 1 1/16" 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 TIGHT
 If two liners are fitted, is the shaft lapped or protected between the liners NO Is an approved Oil Gland or other appliance fitted at the after end of the tube
 at NO If so, state type NO Length of Bearing in Stern Bush next to and supporting propeller 4' - 10 1/2"
 Propeller, dia. 16' - 3" Pitch 12' - 6" No. of Blades 4 Material M. BRONZE whether Moveable NO Total Developed Surface 90 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 6" Stroke 23" Can one be overhauled while the other is at work YES
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 6" Stroke 23" Can one be overhauled while the other is at work YES
 Feed Pumps No. and size 3 (2 MAIN LINES) 8" x 10 1/2" x 22" Pumps connected to the No. and size 3: 2 - 6" DIA. 1 - 9" x 11" x 10" BALLAST PUMP.
How driven STEAM Main Bilge Line How driven MAIN ENGINES STEAM
 Ballast Pumps, No. and size 1. 9" x 11" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size 1
 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 1 - 5" 3 - 3 1/2"
 In Pump Room FOR 1 - 2" In Holds, &c. FORE HOLD 2 - 2 1/2"

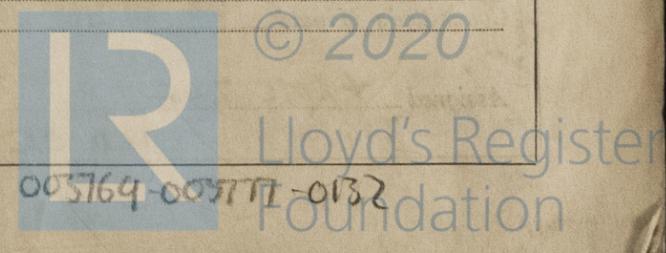
Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 5" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 - 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES
 Are the Bilge Suctions in the Machinery Space led from easily 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 BELOW
 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 YES
 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 YES worked from YES

MAIN BOILERS, &c.—(Letter for record 9) Total Heating Surface of Boilers 9390 sq. ft.
 Which Boilers are fitted with Forced Draft MAIN Which Boilers are fitted with Superheaters MAIN
 No. and Description of Boilers 3 - SINGLE ENDED MULTITUBULAR Working Pressure 220 LBS/14"
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES
 IS A DONKEY BOILER FITTED? NO If so, is a report now forwarded? YES
 Can the donkey boiler be used for domestic purposes only YES
 PLANS. Are approved plans forwarded herewith for Shafting 24.3.44 Main Boilers 30.6.43 Auxiliary Boilers YES Donkey Boilers YES
 (If not state date of approval)
 Superheaters N.E.M. SMOKE TUBE General Pumping Arrangements 14.4.44 Oil fuel Burning Piping Arrangements 20.6.44

SPARE GEAR.
 Has the spare gear required by the Rules been supplied YES
 State the principal additional spare gear supplied 1 SET MP & LP PISTON ROD METALLIC PACKING, WEARING PARTS.
1 " HP. MP & LP SLIDE ROD. " " " "

The foregoing is a correct description.

G. J. Duddy Manufacturer.



Is a Report also sent on the hull of the ship?
 NOTE.—The words which do not apply should be deleted.
 2m T 11.1.1. M.C. (MADE IN ENGLAND)

Dates of Survey while building

During progress of work in shops -- (1944) May 22, 26 June 5, Oct. 3, 11, 19, 24 Nov. 1, 7, 8, 10, 13, 14, 15, 16, 17, 20, 24, 27, 28 Dec. 1, 6, 7, 8, 13, 15, 19, 20, 22 (1945) Jan. 3, 4, 5, 9, 12, 15, 17, 18, 19, 22, 24, 26, 29, 30, 31 Feb. 1, 5, 8, 12, 14, 16, 19, 26, Mar. 9, 12, 15, 16, 19, 21, 23, 28, 30, Apr. 4, 5, 9, 10, 11, 14, 17, 23, 25, 27, 30, May 1, 3, 17, 23, 28, 29, 30, 31 June 1, 4, 5, 11, 16, 20, 21, 22, 20, 29 July 2

During erection on board vessel --

Total No. of visits 92

Dates of Examination of principal parts—Cylinders	17.11.44.	Slides	17.11.44.	Covers	17.11.44.
Pistons	30.1.45.	Piston Rods	30.1.45.	Connecting rods	30.1.45.
Crank shaft	13.12.44.	Thrust shaft	7.12.44.	Intermediate shafts	12.3.45.
Tube shaft	1	Screw shaft	15.1.45.	Propeller	19.3.45.
Stern tube	9.3.45.	Engine and boiler seatings	23.3.45.	Engines holding down bolts	23.4.45.
Completion of fitting sea connections	23.3.45.	Boilers fixed	14.4.45.	Engines tried under steam	16 + 29 - 6 - 45
Completion of pumping arrangements	25.6.45.	Thickness of adjusting washers	5/16" SH 3/8" 9/32"	F. PORT. A. F. STAR. A.	13/32 SH 11/32
Main boiler safety valves adjusted	16.6.45.	Crank shaft material	STEEL Identification Mark 13734. AEM.	Thrust shaft material	STEEL Identification Mark 13734.T370. AEM.
Intermediate shafts, material	STEEL Identification Marks 13734.T369. AEM.	Tube shaft, material	STEEL Identification Mark	Test pressure	660 LBS/SQ IN
Screw shaft, material	STEEL Identification Mark 13734.T368. AEM.	Steam Pipes, material	STEEL	Date of Test	12.2/45 5.10.25/4/45 13.25.30/5/45 4.20.22/6/45
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	TANKER	If so, have the requirements of the Rules been complied with	YES		
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with	NOT DESIRED				
Is this machinery duplicate of a previous case		If so, state name of vessel			

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

The machinery of this vessel has been constructed under Special Survey in accordance with the approved plans, and the Society's Rules, and the materials and workmanship are good.

The machinery has been efficiently installed on board the vessel and tested under working conditions with satisfactory results, and is eligible in my opinion to have the record of LMC 7.45 and the notations 3.8B (SPT) 220 LBS. W.P. CL. MCW. AFT. F.D.

NEWCASTLE-ON-TYNE

The amount of Entry Fee	£ 6 : 0 :	When applied for, 25 JUL 1945
Special	£ 105 : 17 :	
Donkey Boiler Fee	£ ✓ :	When received, 19
Travelling Expenses (if any)	£ ✓ :	

A. E. Munro
Engine Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI 14 SEP 1945**

Assigned **+ LMC 7.45**
FITTED FOR OIL FUEL **7.45 FLASH POINT ABOVE 150° F. D. C.L.**