

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

1 - MAR 1946

Date of writing Report

19

When handed in at Local Office

22/2/46

Port of

NEWCASTLE-ON-TYNE

No. in Survey held at
Reg. Book

Blyth

Date, First Survey (1945) Sept. 12th

Last Survey

12/2/1946

(Number of Visits)

Tons { Gross 974
Net 388

Built at

Blyth

By whom built

Blyth Dock & S.B. Co Ltd

Yard No.

313

When built

1945

Engines made at

Sunderland

By whom made

G. Clark (1938) Ltd

Engine No.

1376

When made

1945

Boilers made at

Sunderland

By whom made

G. Clark (1938) Ltd

Boiler No.

1376

When made

1945

Registered Horse Power

162

Owners

Ministry of War Transport

Port belonging to

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which vessel is intended

ENGINES, &c.—Description of Engines

Revs. per minute

Dia. of Cylinders

Length of Stroke

No. of Cylinders

No. of Cranks

Crank shaft, dia. of journals

as per Rule

Crank pin dia.

Crank webs

Mid. length breadth

Thickness parallel to axis

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust shaft, diameter at collars

as per Rule

as fitted

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the { tube } shaft fitted with a continuous liner { screw }

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per Rule

as fitted

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 If so, state type

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia.

Pitch

No. of Blades

Material

whether Moveable

Total Developed Surface

sq. feet

Feed Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Feed { No. and size

Pumps connected to the

{ No. and size

Pumps { 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 to both 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 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 man-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 smokehold 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

Which Boilers are fitted with Forced Draft

Which Boilers are fitted with Superheaters

No. and Description of Boilers

Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Can the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

Main Boilers

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

State the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register
Foundation

003884-003894-0347

PILLARS, No
in
in

Centre Line
Stiffeners
Plating, t
STRINGERS
Uppermost
Stringer

Thickn
CLEAR in we
Thickn
Thickn
If Shee
Second I
Stringe

STRA

Flat Plate I
D
Bottom Pl
Strakes
Bilge Plat
Strakes
Side Plat
Strakes
Upper D
strake
Upper I
strake
Strake I
strake
Strake
strake
Poop Sid
Bridge
Forecast

Total No

MIDSE

COLL
AFTE

STI

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits 7

Dates of Examination of principal parts - Cylinders - Slides - Covers -
Pistons - Piston Rods -
Crank shaft - Thrust shaft -
Tube shaft - Screw shaft 12.9.45
Stern tube 12.9.45 15.9.45 Engine and boiler seatings -
Completion of fitting sea connections 15.9.45
Completion of pumping arrangements 31.1.46 Boilers fixed - Engines tried under steam 5.12.45 (Basin) 12.2.46 (Sea)
Main boiler safety valves adjusted - Thickness of adjusting washers -
Crank shaft material - Identification Mark - 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 - Sunderland Report 34350 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 - If so, state name of vessel -

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

The Special Survey of the machinery of this vessel has now been completed in accordance with the recommendations contained in Sunderland Surveyors Report No 34350 viz - The pumping arrangements and the fire extinguishing system completed, tested out and found satisfactory and minor specification details completed satisfactorily. Spare gear checked over.

Full power sea trials held 12/2/46 and results found satisfactory. The machinery of this vessel is, in my opinion eligible to have notations + L.M.C 2.46. T.S. (O.G.) 25.B. 200 lbs/sq. Inlet for Oil Fuel 2.46. Flash point above 150°F.

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

John Gindley

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 15 MAR 1946

Assigned + LMC 2.46

FITTED FOR OIL FUEL 2.46 FLASH POINT ABOVE 160°F. F.D. O.G.