

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

When made at Local Office 16<sup>th</sup> May 1952 Port of **DUNDEE** 14-JUN 1952  
 Date, First Survey 12<sup>th</sup> JUNE 1951 Last Survey 24<sup>th</sup> APRIL 1952  
 (Number of Visits 49.)  
 Survey held at **DUNDEE**  
 on the **R.F.A. "EDDYBAY"**  
 at **DUNDEE** By whom built **CALEDON S.B. & E. COY.** Yard No. **482** When built **1952, 4**  
 By whom made **LOBNITZ & CO.** Engine No. **B1472** When made **1952, 4**  
 By whom made **CALEDON S.B. & E. CO.** Boiler No. **682** When made **1952, 4**  
 Owners **BRITISH ADMIRALTY** Port belonging to **LONDON**  
 Indicated Horse Power **1575 S.H.P.**  
 Horse Power as per Rule **400 (OLD)** Is Refrigerating Machinery fitted for cargo purposes **No.** Is Electric Light fitted **YES.**  
 for which Vessel is intended **FLEET OILER.**

**ENGINES, &c.**—Description of Engines **TRIPLE EXPANSION.** Revs. per minute **227.**  
 Cylinders **16", 27 1/2", 43 1/2"** Length of Stroke **21"** No. of Cylinders **3.** No. of Cranks **3.**  
 shaft, dia. of journals **8.26"** as per Rule **8.26"** Crank pin dia. **9 1/2"** Crank webs Mid. length breadth **18 1/2"** Thickness parallel to axis **4 1/4"**  
 as fitted **9 1/2"** Mid. length thickness **5 1/16"** shrunk Thickness around eye-hole **SOLID.**  
 Intermediate Shafts, diameter as per Rule **AS APPROVED.** Thrust shaft, diameter at collars as per Rule **AS APPROVED.**  
 as fitted **9 1/8"** as fitted **8 1/2"**  
 Shafts, diameter as per Rule **AS APPROVED.** Is the **shaft** shaft fitted with a continuous liner **No.**  
 as fitted **Screw Shaft, diameter 9"**  
 Liners, thickness in way of bushes as per Rule **AS APPROVED.** Thickness between bushes as fitted **AS APPROVED.** Is the after end of the liner made watertight in the 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.**  
 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.**  
 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.**  
**ES** If so, state type **"CEDERVELL"** Length of Bearing in Stern Bush next to and supporting propeller **3'-1 1/4"**  
 er, dia. **8'-6"** Pitch **6'-9MM.** No. of Blades **4.** Material **BRONZE.** whether Moveable **SOLID.** Total Developed Surface **32.** sq. feet  
 Pumps worked from the Main Engines, No. **NONE.** Diameter **—** Stroke **—** Can one be overhauled while the other is at work **—**  
 Pumps worked from the Main Engines, No. **NONE.** Diameter **—** Stroke **—** Can one be overhauled while the other is at work **—**  
 No. and size **TWO, 8" x 10 1/2" x 22"** Pumps connected to the Main Bilge Line { No. and size **T-DUP. BILGE, 50 TONS/HR., 1-G.S. 50 TONS/HR., 1-BRM. 4000 G/MIN.**  
 How driven **DIRECT STEAM.** How driven **DIRECT STEAM.** DIRECT STEAM, STM REC. ENG.  
 Pumps, No. and size **ONE-7 1/2" x 6 1/2" x 7" DUPLEX.** Lubricating Oil Pumps, including Spare Pump, No. and size **ONE ATTACHED, ONE-INDPT**  
 Independent means arranged for circulating water through the Oil Cooler **YES.** Suctions, connected to both Main Bilge Pumps and Auxiliary  
 In Engine and Boiler Room **AFT E.R. WELL (PORT) 2 1/2"; DRY TANK SUCT. AFT E.R. 3"; E.R. BILGES (PORT) 2 1/2"; BILGE INJECTION, E.R. 10"; B<sup>LD</sup> ROOM**  
 In Holds, &c. **—**

Water Circulating Pump Direct Bilge Suctions, No. and size **ONE - 10"** Independent Power Pump Direct Suctions to the Engine Room Bilges, size **ONE - 4"** Are all the Bilge Suction Pipes in holds and tank well fitted with strum-boxes **YES.**  
 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.**  
 Connections fitted direct on the skin of the ship **YES.** Are they fitted with Valves or Cocks **VALVES, EXCEPT BLOW DOWN COCK.**  
 placed 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.**  
 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.**  
 Discharges pass through the bunkers **NONE.** How are they protected **—**  
 Discharges pass through the deep tanks **NONE.** Have they been tested as per Rule **YES.**  
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times **YES.**  
 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 **NO TUNNEL.** Is it fitted with a watertight door **—** worked from **—**

**BOILERS, &c.**—(Letter for record **S.**) Total Heating Surface of Boilers **7530 SQ. FT.**  
 Boilers are fitted with Forced Draft **BOTH.** Which Boilers are fitted with Superheaters **NONE.**  
 Description of Boilers **2, CYLINDRICAL MULTITUBULAR** Working Pressure **250 lbs/sq. in.**  
**REPORT ON MAIN BOILERS NOW FORWARDED? YES.**  
**DONKEY BOILER FITTED? No.** If so, is a report now forwarded? **—**

Is a donkey boiler be used for domestic purposes only **—**  
 Are approved plans forwarded herewith for Shafting **YES.** Main Boilers **YES.** Auxiliary Boilers **—** Donkey Boilers **—**  
 (If not state date of approval) **23-5-50.**  
 General Pumping Arrangements **YES.** Oil fuel Burning Piping Arrangements **YES.**

## SPARE GEAR.

Is spare gear required by the Rules been supplied **YES.**  
 Principal additional spare gear supplied **ADEQUATE SPARE GEAR COVERING ALL PARTS; AS PER SPECIFICATION.**

FOR AND ON BEHALF OF  
 THE CALEDON SHIPBUILDING & ENGINEERING CO. LTD.

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register  
Foundation

004351-004357-0189



see Glasgow Report N° 77947.

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

1951.  
June 12<sup>TH</sup>, 15, 19; OCT 9, 16, 19, 23, 30. Nov 2, 8, 13, 16, 20, 22  
DEC 7, 18, 1952. JAN. 8, 15, 18, 22, 25, 29, FEB. 1<sup>ST</sup>, 5, 8, 12, 15, 19, 22  
MAR. 4, 7, 11, 14, 17, 21, 25, 28, 1, 4, 7, 14, 15, 18, 22, 24.

Dates of Examination of principal parts—Cylinders 18-10-50; 2-11-50; 23-5-51. Slides 4-9-51. Covers 18-10-50; 2-11-50.  
Pistons 4-9-51. Piston Rods 20-9-51. Connecting rods 20-9-51.  
Crank shaft 31-8-51. Thrust shaft 8<sup>TH</sup> FEB. 52. Intermediate shafts 8<sup>TH</sup> FEB. 52.  
Tube shaft ✓ Screw shaft 16<sup>TH</sup> NOV. 51. Propeller 16<sup>TH</sup> NOV. 51.  
Stern tube 9<sup>TH</sup> NOV. 51. Engine and boiler seatings 15<sup>TH</sup> JAN. 52. Engines holding down bolts 8<sup>TH</sup> FEB. 52.  
Completion of fitting sea connections 27<sup>TH</sup> NOV. 51.  
Completion of pumping arrangements 4<sup>TH</sup> APRIL. 1952. Boilers fixed 8<sup>TH</sup> JAN. 52. Engines tried under steam 16<sup>TH</sup> APRIL.  
Main boiler safety valves adjusted 18<sup>TH</sup> MARCH 1952. Thickness of adjusting washers PORT BLR. 7/16", AFT. 13/32". STAR BLR. 29/64", AFT. 7/16".  
Crank shaft material INQOT STEEL. Identification Mark LLOYDS N° 20774. Thrust shaft material INQOT STEEL. Identification Mark LLOYDS N° 4825. (ONE OFF) Tube shaft, material ✓ Identification Mark ✓  
Intermediate shafts, material INQOT STEEL. Identification Marks LLOYDS. N° 4823. Steam Pipes, material S.D. STEEL. Test pressure 500 lbs/sq. in. Date of Test 1952.  
Screw shaft, material INQOT STEEL. Identification Mark LLOYDS. N° 4824. 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 OIL TANKER. 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 NOT REQUIRED. ✓  
Is this machinery duplicate of a previous case YES. If so, state name of vessel R.F.A. "EDDYBEACH." (DUNDEE N° 982)

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery described has been built and installed under Special Survey in accordance with the plans, the Secretary's letters, the Requirements of the Rules and the Admiralty Specification. The materials and workmanship are good.  
This machinery is eligible, in our opinion, to be classed in the Register Book, with record of + L.M.C. 4,52. and the notations, O.G., 2.S.B., 25 F.D., H.S. 7530; Fitted for oil fuel 4,52. F.P. above 150°F. ENG. AFT.

(NEW SCALE) on I.H.P.  
MACHINERY INSTALLATION  
The amount of Entry Fee ... £ 64: 0: 0 When applied for,  
Special SPECIFICATION. £ 64: 0: 0 17/5/1952  
Donkey Boiler Fee ... £ : : When received,  
Travelling Expenses (if any) £ : : 19.

Committee's Minute

GLASGOW

3 JUN 1952

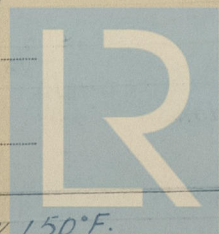
Assigned

+ L.M.C. 4,52

2 S.B. - 250 lb. F.D.

Fitted for oil fuel 4,52. F.P. above 150°F.

R.W. Skinner for self, J. McLaren & H.K. Taylor  
Engineer Surveyor to Lloyd's Register of Ships



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