

Rpt. 4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 27 JAN 1950

Date of writing Report 29.12.49. When handed in at Local Office 19. Port of NOTTINGHAM.

No. in Survey held at Nottingham. Date, First Survey 13.6.49. Last Survey 7.12.1949.

Reg. Book on the Messrs. Hamworthy Engineering Co. Ltd., (Number of Visits) Tons {Gross Net}

Built at -By whom-built under O/No. 4605/G.C. 3083. Yard No. unknown When built

Engines made at Nottingham. By whom made E. Reader & Sons Ltd., Engine No. 25046. When made 1949

Boilers made at By whom made Boiler No. When made

Registered Horse Power 57 Owners Port belonging to

Nom. Horse Power as per Rule 2.2 M.N. Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended

ENGINES, &c.—Description of Engines Type S.F.11. Vertical enclosed forced lubricated. Revs. per minute 400

Dia. of Cylinders 9" Length of Stroke 7" No. of Cylinders One No. of Cranks One

Crank shaft, dia. of journals as per Rule 4" as fitted 4" Crank pin dia. 4 1/2" Mid. length breadth 5 3/4" Thickness parallel to axis Crank webs Mid. length thickness 2.1/8" shrunk Thickness around eye-hole

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 screw} shaft fitted with a continuous liner {

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 Pumps {No. and size How driven} Pumps connected to the Main Bilge Line {No. and size 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 both to 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 and/or Boiler 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 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 fixed 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

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 other than domestic purposes

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 The Rules do not apply to this size of engine.

State the principal additional spare gear supplied For spares see First Entry report for Engine No. 25045.

The compressor engine referred to has been satisfactorily installed as complete unit and examined under working conditions and relief valves tested and all found satisfactory. Installed in M/V "ATHELBEACH", R.W. Hawthorn Leslie & Co. Ltd. Vessel No. 700. Eng No. 4062.

The foregoing is a correct description.

E. Reader & Sons Limited Manufacturer.



004387-004393-0213

13.6.49., 14.11.49., 7.12.49.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

3

Dates of Examination of principal parts—Cylinders 14.11.49. Slides - Covers 14.11.49.

Pistons 14.11.49. Piston Rods 14.11.49. Connecting rods 14.11.49.

Crank shaft 14.11.49. Thrust shaft Intermediate shafts

Tube shaft Screw shaft Propeller

Stern tube 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 O.H.S. Identification Mark 1065. T.D.S. 13.6.49. 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 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.)

This engine has been built under special survey, in accordance with the Regulations of the Society; the materials and workmanship being good.

On completion the engine was run in the shops under light load conditions and found satisfactory.

The engine has been despatched to Poole.

See over leaf re installation.

Handwritten signature/initials

Certificate to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee	£ 4 : 0 :	When applied for,
Special	£ :	19.50
Donkey Boiler Fee	£ :	When received,
Travelling Expenses (if any)	£ :	19.

FRI. 13 OCT 1960

Date

Committee's Minute

no action see hints on J.C. Rpt.



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