

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

10 MAY 1943

Report 12th May 1943. When handed in at Local Office 17th May 1943. Port of MANCHESTER.

Survey held at OLDHAM. Date, First Survey 26. 10. 42 Last Survey 12. 4. 1943. (Number of Visits 15)

On the Ship *Shub Singh Serani* "BLACKBIRD" Tons { Gross Net }  
By whom built *Burke Weller & Semmel Ltd* Yard No. *709* When built

Made at *OLDHAM* (By whom made *Buckley & Taylor Ltd* Engine No. *B.1349* When made *1943*)  
Made at *1943* (By whom made *Chas. D. Holmes* Boiler No. *1645* When made *4*)

Horse Power - Owners *Admiralty* Port belonging to -

Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted *Yes*  
Power as per Rule -  
which vessel is intended *H.M. TRAWLER.*

Description of Engines *Triple Expansion Steam Reciprocating.* Revs. per minute *150 R.P.M.*

Cylinders *13 1/2", 23" & 38"* Length of Stroke *27"* No. of Cylinders *3* No. of Cranks *3*  
as per Rule *Approved.* Mid. length breadth - Thickness parallel to axis *4.13/16"*  
as fitted *7 7/8"* Crank pin dia. *7 7/8"* Crank webs shrunk Thickness around eye-hole *3.15/16"* Pins. Journals. *4.3/16"*

Thrust shaft, diameter at collars as per Rule  
as fitted

Screw Shaft, diameter as per Rule  
as fitted Is the { tube screw } shaft fitted with a continuous liner {

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

boss. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner  
or 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

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  
Length of Bearing in Stern Bush next to and supporting propeller.

If so, state type  
dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet  
Pumps worked from the Main Engines, No. *2* Diameter *2 1/2"* Stroke *1'3"* Can one be overhauled while the other is at work *Yes.*

Pumps worked from the Main Engines, No. *2* Diameter *2 1/2"* Stroke *1'3"* Can one be overhauled while the other is at work *Yes.*

No. and size How driven Pumps connected to the Main Bilge Line { No. and size How driven }  
Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size.  
independent means arranged for circulating water through the Oil Cooler. Suctions, connected to both Main Bilge Pumps and Auxiliary

Pumps: - In Engine and Boiler Room In Holds, &c.  
Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,  
l size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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  
Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks.

ry 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  
ry 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.

Pipes pass through the bunkers. How are they protected.  
pipes pass through the deep tanks. Have they been tested as per Rule.

l Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times.  
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

partment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door. " worked from.

IN BOILERS, &c.-(Letter for record) Total Heating Surface of Boilers.  
Which Boilers are fitted with Forced Draft. Which Boilers are fitted with Superheaters.  
and Description of Boilers. Working Pressure.

A REPORT ON MAIN BOILERS NOW FORWARDED?  
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 *17.7.39* Main Boilers - Auxiliary Boilers - Donkey Boilers -  
(If not state date of approval)

Superheaters. General Pumping Arrangements Oil fuel Burning Piping Arrangements  
SPARE GEAR.  
AS PER RULE REQUIREMENTS.

Has the spare gear required by the Rules been supplied  
State the principal additional spare gear supplied.

of Shipping.

The foregoing is a correct description  
FOR BUCKLEY & TAYLOR, LIMITED  
*John Buckley* DIRECTOR

Manufacturer.



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Lloyd's Register  
Foundation  
004541 004547 - 0042

*Blackbird*  
*709*

*20/3/43*

Dates of Survey while building

During progress of work in shops - - { 1942. October 26, 29, November 6, 17, 23. December 3, 8, 21, 30.  
 1943. January 26, 29. February 16, March 8. April 5, 12.

During erection on board vessel - - - {

Total No. of visits Fifteen.

Dates of Examination of principal parts—Cylinders 29.1.43. Slides 29.1.43. Covers 29.1.43

Pistons 29.1.43. Piston Rods 8.12.42. Connecting rods 12.4.43.

Crank shaft 26.1.43. 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 LLOYD'S 804

Crank shaft material O.H. Steel. Identification Mark WH. 2.9.42. 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. Yes. If so, state name of vessel S.S. "BRUREY" (Manchester Report 11,2)

General Remarks (State quality of workmanship, opinions as to class, &c. THIS ENGINE HAS BEEN CONSTRUCTED UNDER SURVEY OF TESTED MATERIAL AND IS IN ACCORDANCE WITH SECRETARY'S LETTERS, APPROVED PLANS AND REQUIREMENTS. MATERIALS AND WORKMANSHIP ARE OF GOOD QUALITY AND THE ENGINE, ON COMPLETION OF ERECTION, HAS BEEN EXAMINED IN SHOP AND FOUND SATISFACTORY.

IN MY OPINION, THIS ENGINE IS SUITABLE FOR THE PURPOSE INTENDED AND, WHEN INSTALLED ON BOARD AND SATISFACTORILY REPORTED UPON BY THE SOCIETY'S SURVEYORS, WILL BE ELIGIBLE FOR THE NOTATION OF LLOYD'S MACHINERY CERTIFICATE (WITH DATE).

NOTE. REPAIRS TO THE H.P. CYLINDER AND SUBSEQUENT HYDRAULIC TESTING HAVE BEEN CARRIED OUT SATISFACTORILY IN ACCORDANCE WITH SECRETARY'S LETTER OF 19TH NOVEMBER, 1942.

THIS ENGINE HAS BEEN DESPATCHED TO:-  
 MESSRS. J. CROWN & SONS LD.,  
 SUNDERLAND.

See separate Rpt 4 from Hull Office  
 10/5/43

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	£	:	:	When applied for,
Special	£	30	0	17. 5. 1943.
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	2	12	6

Endowles for self & Dr Wallburn  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 6 JUL 1943

Assigned See Hull file 52058

