

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 11486

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 Singh Serai "BLACKBIRD" Tons { Gross  
By whom built Buckley & Taylor Ltd. Yard No. 709 When built  
Blackbird  
709.

Made at OLDHAM. (By whom made Buckley & Taylor Ltd. Engine No. B.1349. When made 1943.  
Made at 1st 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.

S, &c.—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 3.15/16" Pins. 4.3/16" Journals. 4.3/16"  
Thrust shaft, diameter at collars - as per Rule - as fitted -

Shafts, diameter - as per Rule - as fitted -  
Screw Shaft, diameter - as per Rule - as fitted -  
Is the { tube } 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 -

If the liner is in more than one length are the junctions made by fusion through the whole thickness of 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 -  
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 - whether Moveable - Total Developed Surface - sq. feet -

Can one be overhauled while the other is at work Yes.  
Can one be overhauled while the other is at work Yes.

Pumps connected to the Main Bilge Line { No. and size - How driven - }

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 -

Water Circulating Pump Direct Bilge Suctions, No. and size -  
Independent Power Pump Direct Suctions to the Engine Room Bilges, -

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 -  
Are they fitted with Valves or Cocks -

Sea Connections fitted direct on the skin of the ship -  
Are the Overboard Discharges above or below the deep water line -  
Are the Blow Off Cocks fitted with a spigot and brass covering plate -

Are they protected -  
Have they been tested as per Rule -

Are the 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 -  
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 -  
Working Pressure -

A REPORT ON MAIN BOILERS NOW FORWARDED? -  
If so, is a report now forwarded? -

A DONKEY BOILER FITTED? -  
If so, is a report now forwarded? -

Are approved plans forwarded herewith for Shafting 17.7.39 Main Boilers - Auxiliary Boilers - Donkey Boilers -  
(If not state date of approval)

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

Wm. Buckley DIRECTOR

Manufacturer.



© 2020 Lloyd's Register Foundation  
004541-004547-0042



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 -  
 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

Acknowledges for self & B.R. Wallburn  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 6 JUL 1943

Assigned

See Hull file 52058



© 2020

Lloyd's Register Foundation