

Rpt. 4.

GENERATING

Lon. 124916

No. 21283

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 24/6/52 When handed in at Local Office 24/6/52 Port of Southampton & London
 No. in Survey held at Southampton & Bedford Date, First Survey 21st August 51 Last Survey May 27th 1952
 Reg. Book 958455 on the "POLARTANK" (Number of Visits 22)
 Built at Glasgow By whom built Barclay Curle & Co Ltd Yard No. 724 Tons { Gross
 Engines made at BEDFORD By whom made W.H. ALLEN, SONS & CO. LTD Engine No. R2/88680 When built 1953-3
 Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓
 Registered Horse Power 4.14 Owners McMahon McMahon, Mgrs Port belonging to Larvik
 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 Open Sea Service - Carrying Petroleum in Bulk

ENGINES, &c.—Description of Engines 3-7 1/4" & 13" X 6 1/2" STROKE DRIVING 60 K.W. SUNDERLAND FORGE DYNAMO Revs. per minute 500
 Dia. of Cylinders 7 1/4" H.P. & 13" L.P. Length of Stroke 6 1/2" No. of Cylinders 2 No. of Cranks 2
 Crank shaft, dia. of journals as per Rule 3.75 - 3.0 Crank pin dia. 3.5 - 3.0 Mid. length breadth 5.5 Thickness parallel to axis ✓
 as fitted 3.875 - 3.0 Crank webs 2.125 shrunk ✓ Thickness around eye-hole 2.375
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted ✓ as fitted ✓
 Tube/Shafter, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube screw } shaft fitted with a continuous liner { ✓ }
 as fitted ✓ as fitted ✓
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 as fitted ✓ as fitted ✓ 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 ✓ Pumps connected to the { No. and size ✓
 { 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 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)

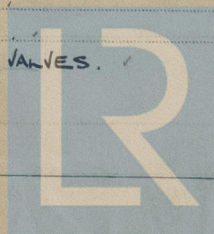
Superheaters ✓ General Pumping Arrangements ✓ Oil fuel Burning Piping Arrangements ✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied AS BELOW
 State the principal additional spare gear supplied ✓
 1 H.P. PISTON & RING COMPLETE ✓
 1 L.P. PISTON & RING COMPLETE ✓
 1 SET OF H.P. & L.P. PISTON RINGS ✓
 1 SET GOVERNOR SPRINGS ✓
 1 PAIR CROSSHEAD BRASSES, WITH BOLTS, NUTS & SPLIT PINS ✓
 1 " CONN. ROD " " " " " " " " ✓
 1 SET MAIN BEARING " " " " " " " " ✓
 1 SET COUPLING BOLTS " " " " " " " " ✓
 1 CROSSHEAD WITH NUT & SHIPPER ✓
 1 VALVE ROD & ECCENTRIC ROD ✓
 1 SET OVERSIZE H.P. & L.P. PISTON VALVES ✓

The foregoing is a correct description.

FOR W.H. ALLEN, SONS & CO. LTD. Manufacturer.



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Lloyd's Register
Foundation
004564-004572-0278

During progress of work in shops - - 21.8.51 - 12.3.52
Lon - 1952 May 16.20.23.24
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 18 (Lon - 4 in shops)

Dates of Examination of principal parts - Cylinders No 2 21.8.51
4 27.8.51
6 29.8.51
Pistons 8.11.51 Piston Rods 8.11.51 & 15.1.52 Slides 8.11.51 Covers 8.11.51
Connecting rods 8.11.51 & 15.1.52
Crank shaft 8.11.51 & 29.2.52 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
No 2 4000 CNL 8.11.51
Crank shaft material Identification Mark 4 A 1131 CNL 8.11.51
Intermediate shafts, material Identification Marks 6 2673 14R 29.2.52
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. The engines have been built under special survey in accordance with the Secretary's letter. Rule requirements and approved plans material and workmanship are good. These engines are eligible, in my opinion to be installed on board a classed vessel. The steam generators were tested upon the bench under full load with satisfactory results.

Note: The generators have been despatched to Glasgow for fitting on board the vessel

The above sets have been efficiently installed on board, in accordance with the Rules. The materials and workmanship being found good, tested under full working conditions and found satisfactory. A. Campbell
Glasgow

3 sets
The amount of Entry Fee £ 15 : 0
Special ... £ 10 : 0
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ 1 : 13 : 4
Lon 11 : 5

When applied for,
24/6/1952
When received,
19

For B. N. Lamb & self

H. B. Rogers R. Broomer
Engineer Surveyor to Lloyd's Register of Shipping.

Date

GLASGOW

77 MAR 1953

SEE ACCOMPANYING MACHINERY REPORT

Committee's Minute



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