

RECEIVED

No. 770

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 9 MAR 1950

Date of writing Report 17.2.1950 When handed in at Local Office 19 Port of NOTTINGHAM.

No. in Survey held at Nottingham Date, First Survey 7.11.49 Last Survey 30.1.1950

Reg. Book "SOYA CHRISTINA" (Number of Visits) Tons Gross 4365 Net 3968

Built at -By whom-built under O/No. D.15468. Job No. 26808 Yard No. unknown When built

Engines made at Nottingham. By whom made E. Reader & Sons Ltd. Engine No. 25210 When made 1950

Boilers made at By whom made Boiler No. When made

Registered Horse Power 76 Owners Port belonging to

Nom. Horse Power as per Rule 3.2 M.N. Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended

ENGINES, &c.—Description of Engines S.F.10. Vertical enclosed forced lubricated Revs. per minute 600

Dia. of Cylinders 10" Length of Stroke 6" No. of Cylinders One No. of Cranks One

Crank shaft, dia. of journals as per Rule App. as fitted 3 1/2" Crank pin dia. 4" Mid. length breadth 6 1/2" Thickness parallel to axis shrunk Mid. length thickness 1 3/4" 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.

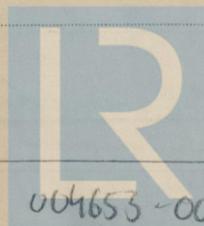
State the principal additional spare gear supplied

The foregoing is a correct description.

Signature

Manufacturer.

E. READER & SONS, LIMITED



© 2020

Lloyd's Register

004653-004661-00120

Handwritten notes: 24/3/50

7.11.49. 11.1.50. 30.1.50.

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 11.1.50. Slides - Covers 11.1.50. Pistons 11.1.50. Piston Rods 11.1.50. Connecting rods 11.1.50. Crank shaft 11.1.50. 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 1233.T.D.S. 7.11.49. 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 full load conditions and found satisfactory.

The engine has been despatched for installation on Messrs. Short Bros. Ship No. 507 at Sunderland.

This engine is direct coupled on a common baseplate to a Campbell & Isherwood Generator No. 43841 Compound Wound 45 K.W. 110 Volts. 409 Amps.

The amount of Entry Fee ... £ 4 : 0 : } When applied for, Special ... £ : : } 8.3. 19 50. Donkey Boiler Fee ... £ : : } When received, Travelling Expenses (if any) £ : : } 19.

W. Thorburn Engineer Surveyor to Lloyd's Register of Shipping.

Date FRI. 5 MAY 1950

Committee's Minute See P.E. mch. rpt.

