



REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 9 MAR 1950

Rpt. 4
RECEIVED
 17.2.1950
 IN DO
 Date of Report 17.2.1950 When handed in at Local Office 1950
 Port of NOTTINGHAM.
 No. in Survey held at Nottingham Date, First Survey 7.11.49. Last Survey 30.1.1950.
 Reg. Book "SOYA CARISTINA" (Number of Visits) Gross 1363 Net 5968
 on the Messrs. Campbell & Isherwood Ltd., See OVER Tons
 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. 25211 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 2.45 XXXX XXXX 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. 3 1/2" Crank pin dia. 4" Mid. length breadth 6 1/2" Thickness parallel to axis
 as fitted 3 1/2" Crank webs Mid. length thickness 1 3/4" shrunk Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted Screw Shaft, diameter as fitted Is the tube screw shaft fitted with a continuous liner
 Tube Shafts, diameter as per Rule as fitted
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes 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 Holds, &c.
 In Pump Room

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

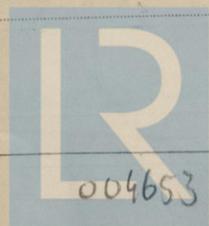
MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers
 Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters
 No. and Description of Boilers Working Pressure
 IS A REPORT ON MAIN BOILERS NOW FORWARDED?
 IS A DONKEY BOILER FITTED? If so, is a report now 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.

B. B. Inger
 E. READER & SONS, LIMITED
 Manufacturer.



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004653-004661-0121

9
24
3
50

7.11.49. 28.12.49. 1.2.50.

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 28.12.49. Slides - Covers 28.12.49.
Pistons 28.12.49. Piston Rods 28.12.49. Connecting rods 28.12.49.
Crank shaft 28.12.49. 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 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. 43842 Compound Wound 45 K.W. 110 Volts. 409 Amps.

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 :
Special £ : :
Donkey Boiler Fee £ : :
Travelling Expenses (if any) £ : :
When applied for, 8.3.1950.
When received, 19.

H. Shooburn

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 5 MAY 1950

Date

Committee's Minute

See F.E. Smyth, rpt.



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