



# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 9 MAR 1950

Rpt. 4  
**RECEIVED**  
**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)  
 on the **Messrs. Campbell & Isherwood Ltd.,** Tons { Gross **1363**  
 Net **5968**  
 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** 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.** Crank pin dia. **4"** Crank webs **Mid. length breadth 6 1/2"** Thickness parallel to axis  
 as fitted **3 1/2"** 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 } shaft fitted with a continuous liner {  
 Tube Shafts, diameter **as per Rule** as fitted  
 as fitted **Bronze Liners, thickness in way of bushes** Thickness between bushes **as per Rule** Is the after end of the liner made watertight in the  
 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 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?** If so, is a report now forwarded?  
**IS A DONKEY BOILER FITTED?**  
 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.

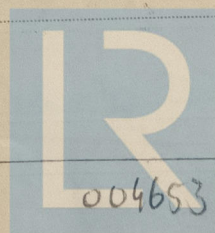
The Rules do not apply to this size of engine.  
 Has the spare gear required by the Rules been supplied  
 State the principal additional spare gear supplied

The foregoing is a correct description.

B. B. Inger

Manufacturer.

E. READER & SONS, LIMITED



© 2020

Lloyd's Register  
 Foundation

004653-004661-0121



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.

The amount of Entry Fee ... £ 4 : 0 : When applied for,

Special ... £ : : 8.3. 1950.

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £ : : 19.

H. S. Thorburn

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 5 MAY 1950

Date

(The Committee's Minute

See F.E. Smyth, rpt.



© 2020

Lloyd's Register Foundation