

Rpt. 4.

NIDB.RPT. 17965.

No. 112988

GENERATING

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 20 June 1945 When handed in at Local Office 20 JUL 1945 Port of London

No. in Survey held at Bedford Date, First Survey 1944 Last Survey 29 May 1945

Reg. Book NORTHVALE (Number of Visits 7) Tons Gross 13830 Net 7401

on the NORTHVALE

Built at Midlandtonough By whom built Jurress S. B. Co Ltd Yard No. 388 When built 1945

Engines made at Bedford By whom made W. H. Allen Sons & Co Engine No. R2/S1637 When made 1945

Boilers made at Bedford By whom made 75 K. W. Ltd. Boiler No. - When made -

Registered Horse Power - Owners - Port belonging to -

Nom. Horse Power as per Rule - Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted yes

Trade for which vessel is intended -

ENGINES, &c.—Description of Engines Driving Elec. Gen Sets Compound Revs. per minute 500

Dia. of Cylinders 7 1/2" HP. 15" L.P. Length of Stroke 62" No. of Cylinders 2 No. of Cranks 2

Crank shaft, dia. of journals as per Rule Crank pin dia. 3 1/2" Mid. length breadth 2 3/8" x 5 1/2" Thickness parallel to axis -

as fitted 3 1/8" + 3 3/4" Crank webs - shrunk - Thickness around eye-hole -

as per Rule Intermediate Shafts, diameter - Thrust shaft, diameter at collars -

as fitted as fitted

Tube Shafts, diameter - Screw Shaft, diameter - Is the { tube } shaft fitted with a continuous liner { - }

as fitted as fitted

Bronze Liners, thickness in way of bushes - Thickness between bushes - Is the after end of the liner made watertight in the propeller boss -

as fitted as fitted

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 to both 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 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 man-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 domestic purposes only -

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 -

State the principal additional spare gear supplied -

Two crosshead bolts; 2 bottom end bolts; 2 main bearing bolts; 1 set of coupling bolts; 2 truck holders & 1 set of trucks for dynamo.

The foregoing is a correct description.

H. Pledge for W. H. Allen Sons & Co. Manufacturer. Bedford.

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1945. Feb. 16. 20. March 23. April 23. May 1. 24. 29.

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 7

Dates of Examination of principal parts—Cylinders 1.5.45 Slides 1.5.45 Covers 1.5.45

Pistons Piston Rods Connecting rods 23.4.45

Crank shaft 23.4.45 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 Steel Identification Mark 11.01/05.11.45 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.) The steam generator set was constructed under Special Survey in accordance with the requirements of the Rules and approved plans; the steel was made at works approved by the Committee; the workmanship is good & on completion the set was tested upon the bench under full & overload conditions with satisfactory results.

The set has been dispatched to Middlesbrough for fitting on board the vessel

Certificate to be sent to

The amount of Entry Fee ... £ : : When applied for, 20 JUL 1945

Special ... £ 10-10-0

Donkey Boiler Fee ... £ : : When received, 19

Travelling Expenses (if any) £ 5-2-2

Committee's Minute ... FRI. 15 FEB 1946

Assigned See E.F. machy apt

W. G. Barnett for R. W. Cornhill
Engineer Surveyor to Lloyd's Register of Shipping.



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