

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report 17 Nov 1950 When handed in at Local Office 25 Nov 1950 Port of LONDON.

No. in Survey held at PETERBOROUGH Date, First Survey 22 SEPT Last Survey 10 Nov 1950

Reg. Book on the ATHELSULTAN Tons Gross Net

Built at By whom built SMITHS DOCK CO. LTD. Yard No. When built

Engines made at PETERBOROUGH By whom made PETER BROTHERHOOD LTD Engine No. 11300C. When made 11/50.

Boilers made at By whom made Boiler No. When made

Registered Horse Power 50 H.P. EACH Owners Port belonging to

Nom. Horse Power as per Rule 3.5 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended

ENGINES, &c.—Description of Engines VERTICAL COMPOUND. 7 3/4 x 12" Dia. of Cylinders 7 3/4 HP - 12" L.P. Length of Stroke 6" No. of Cylinders 2 Revs. per minute 600.

Crank shaft, dia. of journals as per Rule 9/8 APPROVED. as fitted 3 1/2" Crank pin dia. 3 1/2" No. of Cranks 2 Mid. length breadth 6 3/4 (BLACK TYPE) 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 ONE. 1 1/4" DIA x 2" STROKE. 4.4 G.P.M.

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? 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. CRANKSHAFT Main Boilers. Auxiliary Boilers Donkey Boilers

(If not state date of approval) APPROVED BY LETTER DATED 25.4.50.

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 1 off. TOP AND BOTTOM END BEARINGS. 3 off. MAIN BEARING BRASSES. 1 off. HP + LP

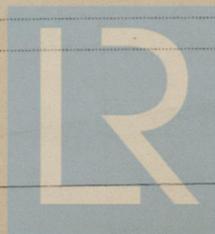
PISTON RINGS. 2 off. CIV. WEIGHT SPRINGS. 1 off. GOV. REG. SPRING

FOR PETER BROTHERHOOD LTD.

The foregoing is a correct description.

Signature of Director

Manufacturer.



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Lloyd's Register Foundation

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Dates of Survey while building
 During progress of work in shops - - 22.9.50 - 10.11.50
 During erection on board vessel - - -
 Total No. of visits 2 (2 shown)
 Dates of Examination of principal parts—Cylinders 22.9.50 Slides Covers
 Pistons 22.9.50 Piston Rods 22.9.50 Connecting rods 22.9.50
 Crank shaft 10.11.50 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 5 M STEEL Identification Mark 257-25.10.48 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. YES. If so, state name of vessel HANTHORN WESLIE & CO. LTD. No. 700.

General Remarks (State quality of workmanship, opinions as to class, &c. These two Generating Engines have been built under survey in accordance with approved plans and the requirements of the Rules. Steel used in manufacture has been made at Works approved by the Committee and under the supervision of the Society's Surveyors. The workmanship is satisfactory, and the Engines are, in my opinion, eligible to be installed in a vessel classed with the Society.
 Satisfactory running tests and governing trials were held and witnessed at the makers works of both Engines coupled to their Generators.

Engine No 11300 C is coupled to Generator No 41103 } made by Sunderland
 " " 11300 D " " " " } George & Eng. Co Ltd.

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	£	:	:	When applied for,
Special	8	:	0	27 Nov 1950
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	1	5	9

J. B. Smail
 Engineer Surveyor to Lloyd's Register of Shipping.

Date FRI. 13 APR 1951

Committee's Minute See F.E. mchly sph

