

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

7 OCT 1953

Writing Report 30.9.1953 When handed in at Local Office 1.10.1953 Port of Glasgow

Survey held at Renfrew Date, First Survey 19.7.51 Last Survey 11.9.1953

Book on the Single { Screw Vessel "EDDYCREEK" Tons { Gross Net

at Renfrew By whom built Messrs. Lobnitz & Co. Yard No. 1124 When built 1953

es made at Renfrew By whom made Lobnitz & Co. Engine No. 1124 When made 1953

rs made at Glasgow By whom made D. Rowan & Co. Boiler No. B.569 When made 1953

ated Horse Power Maximum 1750 ✓ Owners The Admiralty Port belonging to London

as per Rule 315 ✓ Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

for which vessel is intended old M/V 400 Fleet Tanker

VES, &c.—Description of Engines Triple Expansion Revs. per minute Maximum 227 ✓

of Cylinders 16 - 27½ - 43½ ✓ Length of Stroke 21 ✓ No. of Cylinders 3 ✓ No. of Cranks 3 ✓

shaft, dia. of journals as per Rule 8.26 as fitted 9½ ✓ Crank pin dia. 9½" ✓ Mid. length breadth 15½ ✓ Thickness parallel to axis 5.11/16 ✓

mediate Shafts, diameter as per Rule 8.87 as fitted 9.1/8 ✓ Crank webs Mid. length thickness 5.11/16 ✓ Thickness around eye-hole 4.1/4 ✓

Shafts, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule 9.1/8" ✓ Is the { turn screw } shaft fitted with a continuous liner { no ✓

ie Liners, thickness in way of bushes as per Rule - Thickness between bushes as per Rule - Is the after end of the liner made watertight in the

ller boss - If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner -

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 -

liners are fitted, is the shaft lapped or protected between the liners - Is an approved Oil Gland fitted at the after end of the stern tube yes ✓

If so, state type "Cederval" ✓ Length of Bearing in Stern Bush next to and supporting propeller 3'-1½" ✓

ller, dia. 8'-6" Pitch 6'-9" No. of Blades 4 Material bronze whether Moveable no Total Developed Surface 32 sq. feet

Pumps worked from the Main Engines, No. none ✓ Diameter - Stroke - Can one be overhauled while the other is at work -

Pumps worked from the Main Engines, No. and capacity none ✓ Can one be overhauled while the other is at work -

No. and size Two - 8 x 10½ x 22 ✓ Pumps connected to the Main Bilge Line { No. and capacity of each Two - 7½ x 6½ x 7 ✓

How driven steam Main Bilge Line How driven steam Attached Pump - Gear-Driven

t Pumps, No. and capacity of each one 6" x 6" x 6" Lubricating Oil Pumps, including Spare Pump, No. and how driven Std.-by-2½ cent. 40.8 Galls/min

oo independent means arranged for circulating water through the Oil Cooler yes Branch Bilge Suctions, No. and size:—In Engine and

Room 4 at 2½" E.R. ✓ 3 at 2½" B.R. ✓

ump Room 2 at 2" F.P.R. ✓ 2 at 2" A.P.R. ✓ In Holds, &c. 2 at 2½" Forward Ballast P.R. ✓

Water Circulating Pump Direct Bilge Suctions, No. and size one 10" ✓ Direct Bilge Suctions to the Engine and/or Boiler Room Bilges, and size one - ER-4", one - BR - 4" ✓ Are all the Bilge Suction Pipes in holds and tanks fitted with strum-boxes yes ✓

ie 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 yes ✓

ll Sea Connections fitted direct on the skin of the ship yes ✓ Are they fitted with Valves or Cocks. Both ✓

vey fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes ✓ Are the Overboard Discharges above or below the deep water line below ✓

vey each fitted with a Discharge Valve always accessible on the plating of the vessel yes ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate yes ✓

Pipes pass through the bunkers none ✓ How are they protected -

pipes pass through the deep tanks none ✓ Have they been tested as per Rule -

ll Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes ✓

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

rtment to another yes ✓ Is the Shaft Tunnel watertight machy. aft Is it fitted with a watertight door - worked from -

BOILERS, &c.—Total Heating Surface of Boilers 7520 sq.ft. ✓ Superheaters ✓ Half Economisers ✓

Boilers are fitted with Forced Draft both ✓ Which Boilers are fitted with Superheaters. none ✓

nd Description of Boilers two cylindrical ✓ Working Pressure 250 lbs. ✓

REPORT ON MAIN BOILERS NOW FORWARDED? yes ✓

1 DONKEY BOILER FITTED? no ✓ If so, is a report now forwarded? -

ie donkey boiler be used for other than domestic purposes—

NS. Are approved plans forwarded herewith for Shafting yes Main Boilers no Auxiliary Boilers - Donkey Boilers -

(If not state date of approval)

heaters none General Pumping Arrangements 19.12.52. Oil fuel Burning Piping Arrangements 22.1.52.

SPARE GEAR.

he spare gear required by the Rules been supplied yes ✓ State if for "Short Voyages" only No. ✓

the principal additional spare gear supplied 1 C.I. Propeller 1 Screw Shaft

The foregoing is a correct description.

For LOBNITZ & CO., LIMITED,

Manufacturer.

Secretary.



© 2020

Lloyd's Register Foundation

005082-005088-0140

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits

1951. July 19. Nov. 1-6. 1952. Jan. 4. Feb. 8. Mar. 7. 19. 31. Apr. 9. 23. 25. May 14. 16. 26. 30. June 20. 27. 30. 1953. Jan. 21. 23. 26. 30. Feb. 24. 9. 11. 13. 20. 23. 25. Mar. 24. 9. 16. 20. 23. 25. 27. Apr. 1. 2. 8. 10. 13. 15. 20. 22. 23. 27. 29. May 18. 20. 22. 23. 25. 26. 27. 28. 29. June 1. 5. 15. 17. 19. 22. 24. 26. 29. 30. July 1. 3. 6. 7. 8. 10. 13. 14. 16. 26. Aug. 3. 6. 7. 14. 17. 19. 20. 21. 24. 26. 28. 31. Sept. 2. 4. 7. 8. 10. 11. Dec. 1. 3. 8. 10. 15. 17. 22. 24. 26. 29. 1953. Jan. 12. 13. 14. 16. 19.

Dates of Examination of principal parts—Cylinders 5.9.52., 17.9.52., Slides 25.9.52., Covers 5.9.52., 17.9.52., 25.9.52.
Pistons 21.11.52., Piston Rods 21.11.52., Connecting rods 21.11.52.,
Crank shaft 8.10.52., Thrust shaft 10.12.52., Intermediate shafts 10.12.52.,
Tube shaft - Screw shaft 10.12.52., Propeller 13.1.53.
Stern tube 26.12.52., Engine and boiler seatings 13.1.53., Engines holding down bolts 2.2.53.
Completion of fitting sea connections 16.1.53.
Completion of pumping arrangements 22.6.53., Boilers fixed 20.2.53., Engines tried under steam 8.9.53.
Main boiler safety valves adjusted 22.5.53., Thickness of adjusting washers P FS 25/64, Aft. 27/64, St. Fd. 27/64, Aft. 27/64.
Crank shaft material steel Identification Mark 23175 Thrust shaft material steel Identification Mark 23175
Intermediate shafts, material steel Identification Marks 23175 Tube shaft, material - Identification Mark -
Screw shaft, material steel Identification Mark 23175 Steam Pipes, material S.D. Steel Test pressure 500 lb/sq. in. Date of Test 15.5.53.
Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150° F. yes
Have the requirements of the Rules for the use of oil as fuel been complied with yes
Full description of fire extinguishing apparatus in machinery space Steam Pipes in ER. & BR. Foam & Pipes at corners ER. & B.R. conn. from fire main. 14 - 2 gallon extinguishers 1 - 2 gall. Pyrene/Ext. 1 - 10 gall. foam ex
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo oil tanker If so, have the requirements of the Rules been complied with -
What is the special notation desired -
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 "EDDYCLIFF"

General Remarks (State quality of workmanship, opinions as to class &c. The machinery of this vessel has been constructed under Special Survey in accordance with the Rules and approved plans, the material and workmanship are good.

It has been installed in the vessel, tested under full load, found satisfactory in my opinion is eligible to be classed with the record of +LMC 9.53 and the notation D.G. for Oil Fuel 9.53 F.P. above 150°F.

15% old fee £8.14.
35.14.

The amount of Entry Fee ... £ 44 : 8 - - When applied for, 6 OCT 1953
Installation ... £ 58 - - -
Special Spec. ... £ 102 : 8 - -
Blr. do. ... £ 84 - - -
Donkey Boiler Fee Wldgs. £ 3 : 15 - -
Domestic refrig. 40 - - -
Travelling Expenses (if any) 40 - - -
Spec. dom. refrig. (Lon.ltr. 19-6-52). 40 - - -
When received, 19.

Date

GLASGOW

6 OCT 1953

Committee's Minute

+ LMC. 9.53.

25B. - 250 lb. F.D.

Fitted for oil fuel 9.53 F.P. above 150°F.

© 2020

Lloyd's Register Foundation