

# 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  
 (Number of Visits 108)

on the Single/Twin Screw Vessel "EDDYCREEK" Tons Gross/Net

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

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

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

rated Horse Power Maximum 1750 Service 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

Engines Description of Engines Triple Expansion Revs. per minute Maximum 227

No. of Cylinders 16 - 27 1/2 - 43 1/2 Length of Stroke 21 No. of Cylinders 3 No. of Cranks 3

shaft, dia. of journals as per Rule 8.26 as fitted 9 1/2 Crank pin dia. 9 1/2 Crank webs Mid. length breadth 15 1/2 Thickness parallel to axis 5.11/16

Intermediate Shafts, diameter as per Rule 8.87 as fitted 9.1/8 Thrust shaft, diameter at collars as per Rule 8.1/2 as fitted

Shafts, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule 9.1/8 Is the shaft fitted with a continuous liner no

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 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 10 1/2 x 22 Pumps connected to the Main Bilge Line No. and capacity of each Two - 7 1/2 x 6 1/2 x 7 How driven steam Attached Pump - Gear Driven

Oil Pumps, No. and capacity of each one 6" x 6" x 6" Lubricating Oil Pumps, including Spare Pump, No. and how driven 3 - by 2 1/2 cent. 40.8 Galls/min

Branch Bilge Suctions, No. and size: - In Engine and Room 4 at 2 1/2" E.R. 3 at 2 1/2" B.R.

Pump Room 2 at 2" F.P.R. 2 at 2" A.P.R. In Holds, &c. 2 at 2 1/2" 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

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

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

Overboard Discharges 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

Overboard Discharges 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 -

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 compartment 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

Description of Boilers two cylindrical Working Pressure 250 lbs.

REPORT ON MAIN BOILERS NOW FORWARDED? yes

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

Can a donkey boiler be used for other than domestic purposes -

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

General Pumping Arrangements 19.12.52. Oil fuel Burning Piping Arrangements 22.1.52.

SPARE GEAR.

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

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

The foregoing is a correct description.  
 For LOBNITZ & CO., LIMITED,  
 Manufacturers.



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. 1953. Jan. 12. 13. 14. 16. 19. 25. Aug. 8. 11. 13. 18. 22. 25. 27. 29. Sep. 1. 5. 8. 10. 12. 15. 17. 19. 25. Oct. 1. 5. 6. 8. 9. 10. 14. 15. 20. 24. 27. 28. 29. 14. 5. 7. 10. 12. 14. 17. 19. 21. 24. 26. 28. Dec. 1. 3. 8. 10. 15. 17. 22. 24. 26. 29. 1953. JAN 12. 13. 14. 16. 19.

During progress of work in shops - -

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits **168**

Dates of Examination of principal parts—Cylinders **5.9.52., 17.9.52.** Slides **25.9.52** Covers **5.9.52, 17.9.52.**

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**

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 ext.**

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 **yes**

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.**

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** - - When received, **19**

Domestic refrig. **40** - -

Travelling Expenses (if any) **40** - -

Spec. dom. refrig. **40** - -

(Lon.ltr. 19-6-52).

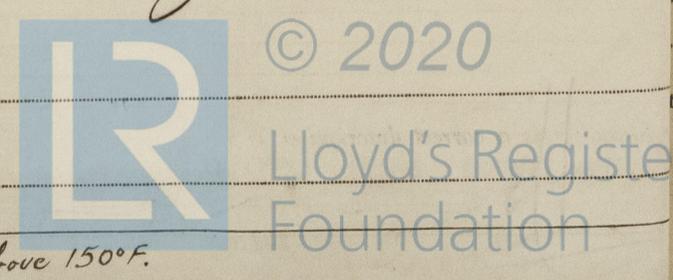
Date **GLASGOW 6 OCT 1953**

*J. Crawford*  
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute **+ LMC. 9.53.**

**25B. - 250 lb. F.D.**

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



Certificate to be sent to

The Surveyors are requested not to write on or below the space for Committee's Minute.