

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Writing Report 8/8/51 When handed in at Local Office 8/8/51 Port of London Received at London Office 7E AUG 1952
 Survey held at Bedford Date, First Survey 16th March, 1951 Last Survey 13th July 1951
 Book S.S. BRITISH CROWN (Number of Visits 6)
 on the S.S. BRITISH CROWN Tons { Gross Net
 at Swanpool By whom built Barnett Laidlaw & Co., Ltd. Yard No. 1208 When built
 es made at BEDFORD By whom made W.H. ALLEN, SONS & CO. LTD Engine No. R2/81756 When made 1951
 rs made at M.N. By whom made Boiler No. When made
 ized Horse Power 3.5 Owners British Tankers Ltd Port belonging to
 Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 for which vessel is intended

NES, &c.—Description of Engines ONE 9 1/2" & 12 1/2" x 5" STEAM ENGINE DRIVING 50 K.W. DYNAMO. Revs. per minute 550
 of Cylinders 9 1/2" H.P. & 12 1/2" L.P. Length of Stroke 5" No. of Cylinders 2 No. of Cranks 2
 shaft, dia. of journals as per Rule -2.0 Crank pin dia. 3.25-3.0 Mid. length breadth 4.25 Thickness parallel to axis
as fitted 3.25-3.0 Crank webs 2.125 shrunk Thickness around eye-hole
as fitted 2.375 Mid. length thickness 2.375
 mediate Shafts, diameter Thrust shaft, diameter at collars as per Rule
as fitted as fitted
 Shafts, diameter Screw Shaft, diameter as per Rule
as fitted as fitted Is the { tube } shaft fitted with a continuous liner {
 as fitted as fitted
 e Liners, thickness in way of bushes Thickness between bushes as per Rule
as fitted as fitted 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 or other appliance fitted at the after end of the tube
 If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 ller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet
 Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 No. and size Pumps connected to the { No. and size
 How driven Main Bilge Line { How driven
 st Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
 two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to Main Bilge Pumps and Auxiliary
 Pumps:—In Engine and Boiler Room In Holds, &c.
 Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 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
 all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
 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
 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
 Pipes pass through the bunkers How are they protected
 pipes pass through the deep tanks Have they been tested as per Rule
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
 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
 artment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from
 BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers
 h Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters
 and Description of Boilers Working Pressure
 A REPORT ON MAIN BOILERS NOW FORWARDED?
 A DONKEY BOILER FITTED? If so, is a report now forwarded?
 the donkey boiler be used for other than domestic purposes
 ANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 heaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.
 the spare gear required by the Rules been supplied AS BELOW
 the principal additional spare gear supplied
 I PAIR OF CONNECTING ROD BOLTS, NUTS & SPLIT PINS.
 I PAIR OF CROSSHEAD BOLTS, NUTS & SPLIT PINS.
 I PAIR OF MAIN BEARING BOLTS, NUTS & SPLIT PINS.
 I SET OF COUPLING BOLTS, NUTS & SPLIT PINS.
 I H.P. PISTON RING.
 I L.P. PISTON RING.
 I SET OF METALLIC PACKING FOR H.P. & L.P. PISTON RODS.
 I SET OF METALLIC PACKING FOR H.P. & L.P. VALVE RODS.
 I SET OF GOVERNOR SPRINGS.

Dates of Survey while building
During progress of work in shops - - - 1951 MAR 16 MAY 4 10 22 25 July 13
During erection on board vessel - - -
Total No. of visits 6 (In Shops)

Dates of Examination of principal parts—Cylinders 10-5-51 Slides 10-5-51 Covers 10-5-51
Pistons 22-5-51 Piston Rods 22-5-51 Connecting rods 22-5-51
Crank shaft 25-5-51 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 Best steel Identification Mark 4206 25-5-51 (RWD) 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 has been constructed under special survey in accordance with the requirements of the Rules. The steel was made at works approved by the Committee. The workmanship is good; on completion the generator was tested upon the bench with satisfactory results.

Note:- The generator set has been despatched to Cammell Laird for fitting on board the vessel.

This generator set has been properly installed in the vessel and tried under full working conditions with satisfactory results.

G. P. Boomer
Liverpool

The amount of Entry Fee ... £ 4 0 :
Special ... £ :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ - : 15/2 :
When applied for, 8/Apr 1951
When received, 10

RWD Boomer
Engineer Surveyor to Lloyd's Register of Shipping

Date

Committee's Minute