

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report

19

When handed in at Local Office

11 FEB 1946

Port of

Received at London Office

2 FEB 1946

No. in Survey held at

Sunderland

Date, First Survey

1st Dec 43

Last Survey

20 Dec 44

1944

Reg. Book

J.14052

(Number of Visits)

41

Built at

By whom built

Hawthorn Leslie & Co Ltd

Yard No.

680

Tons

Gross

Net

When built

1945

Engines made at

Sunderland

By whom made

G. Clark (1938) Ltd

Engine No.

1316-1335

When made

1945

Boilers made at

By whom made

Boiler No.

When made

Registered Horse Power

Owners

The Admiralty

Port belonging to

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended

Government Service

ENGINES, &c.

Description of Engines

Triple Expansion (Twin Screw)

Dia. of Cylinders

18 1/2 - 31 - 38 1/2 (2)

Length of Stroke

30"

No. of Cylinders

8

Revs. per minute

8

Crank shaft, dia. of journals

as per Rule

as fitted

Crank pin dia.

10 1/2"

Crank webs

Mid. length breadth

16 3/4"

Mid. length thickness

6 1/2"

Thickness parallel to axis

shrunken

Thickness around eye-hole

Pin

Journal 4 3/4"

Pin 4 1/8"

Intermediate Shafts, diameter

as per Rule

as fitted

Nwe Rpt.

Thrust shaft, diameter at collars

as per Rule

as fitted

Nwe Rpt.

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Nwe Rpt.

Is the { tube } shaft fitted with a continuous liner { screw }

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.

none

Diameter

Stroke

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No.

none

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

No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

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 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

What Pipes pass through the bunker

What pipes pass through the deep tanks

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?

Yes. (Liverpool Rpt. 121502.)

IS A DONKEY BOILER FITTED?

no.

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

(If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

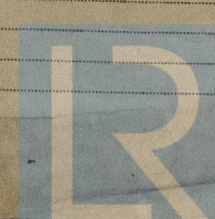
Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description.

GEORGE CLARK (1938) LTD

Manufacturer.



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Lloyd's Register Foundation

005453-005461-0246

Dates of Survey while building

During progress of work in shops - - { 1943. Dec. 1, 2, 27, 1944. Jan. 10, 17, 20, 28, Feb. 1, 4, 28, Oct. 19, 26, Nov. 16, 22, 26, Dec. 1, 2, 8, 12, 20, 23, 26, Feb. 11, 21, Aug. 2, 24, Sep. 4, 7, 19, Oct. 4, 17, 20, 26, Nov. 27, 1948.

During erection on board vessel - - { Dec. 4, 6, 11, 14, 20

Total No. of visits. 41

Dates of Examination of principal parts - Cylinders

Pistons 1316. 21/12/43 10/1/44 29/12/43 20/1/44 1316 1/3/44 1335. 4/9/44 19/9/44 7/9/44 24/9/44 19/4/44 26/10/44 Covers 22 Cyphs.

Piston Rods 1316. 20/1/44 1335. 4/10/44 Connecting rods 1316. 28/2/44 1335. 19/9/44

Crank shaft 1316. 17/1/44 1335. 22/6/44 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 Inset Steel Identification Mark 1316. N 1316 WHF 17/1/44 Thrust shaft material - Identification Mark -

Intermediate shafts, material - Identification Marks 1335 N 1335 WHF 22/6/44 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. This machinery has been built under Special Survey in accordance with the approved plans, Specification & the rules of the Society. The materials & workmanship are good.

These Engines & boilers have been placed on board but final securing & shaft alignment have not been examined owing to incompleteness. The auxiliary machinery is partially installed.

Owing to Cancellation of the Contract further work has ceased & the vessel has been towed away to Rosyth by Admiralty instruction.

The amount of Entry Fee ... £ : When applied for, 1 FEB 1946

Special (12 tons) £ 45 : -

Donkey Boiler Fee £ 12 : -

Travelling Expenses (if any) £ : When received, 16.12.45

London 15.2.46

W. H. Knowlton

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute ... FRI. 8 AUG 1947

Assigned See F.E. mch. rpt.