

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

5 MAR 1942

Date of writing Report 26. 2. 1942. When handed in at Local Office

19

Port of

No. in Survey held at

Date, First Survey

Last Survey

Reg. Book

(Number of Visits)

on the

Tons

Gross

Net

Built at

By whom built

Yard No.

When built

Engines made at

By whom made

Engine No.

When made

Boilers made at

By whom made

Boiler No.

When made

Registered Horse Power

Owners

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

ENGINES, &c.—Description of Engines

Compound Reciprocating

Revs. per minute

Dia. of Cylinders

Length of Stroke

No. of Cylinders

No. of Cranks

Crank shaft, dia. of journals

as per Rule

Crank pin dia.

Crank webs

Mid. length breadth

Thickness parallel to axis

Intermediate Shafts, diameter

as per Rule

Thrust shaft, diameter at collars

as per Rule

Tube Shafts, diameter

as fitted

Screw Shaft, diameter

as fitted

Is the

tube

screw

shaft fitted with a continuous liner

Bronze 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

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

Smooth oil gland

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia.

Pitch

No. of Blades

Material

whether Moveable

Total Developed Surface

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

No. and size

1 1/2 Inj. type

See also

Pumps connected to the

No. and size

Steam Main type 800 gals/hr

Pumps

How driven

Steam

See also

Main Bilge Line

How driven

Steam

Also for bilge feed

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

One 1 1/2" & One 2" dia

In Pump Room

In Holds, &c. F.P. One 1 1/2" dia Hold One 2" dia

Main Water Circulating Pump Direct Bilge Suctions, No. and size

One 2" dia

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

One 2" dia (included above)

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

198 sq. ft.

Which Boilers are fitted with Forced Draft

Which Boilers are fitted with Superheaters

No. and Description of Boilers

One Vertical Pressure

Working Pressure

120 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

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

20.10.41

Main Boilers

21.5.41

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters

General Pumping Arrangements

14.8.41

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Not yet as per Specifications See attached list

State the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register

Foundation

005756-005778-0187

Dates of Survey while building { During progress of work in shops - - {
 { During erection on board vessel - - - { 1942 Feb. 5. 9. 17. 25.
 Total No. of visits...

Dates of Examination of principal parts—Cylinders... *Sp. Rpt.* Slides... *Sp. Rpt.* Covers... *Sp. Rpt.*
 Pistons... *Sp. Rpt.* Piston Rods... *Sp. Rpt.* Connecting rods... *Sp. Rpt.*
 Crank shaft... *Sp. Rpt.* Thrust shaft... *Sp. Rpt.* Intermediate shafts... ✓
 Tube shaft... ✓ Screw shaft... *Sp. Rpt.* Propeller... 9. 2. 42
 Stern tube... 5. 2. 42 Engine and boiler seatings... 9. 2. 42 Engines holding down bolts... 17. 2. 42
 Completion of fitting sea connections... 9. 2. 42
 Completion of pumping arrangements... 25. 2. 42 Boilers fixed... 17. 2. 42 Engines tried under steam... 28. 2. 42 in basin
 Main boiler safety valves adjusted... 25. 2. 42 Thickness of adjusting washers... 9/32"
 Crank shaft material... *Shut.* Identification Mark... ✓ Thrust shaft material... *Shut.* Identification Mark... ✓
 Intermediate shafts, material... ✓ Identification Marks... ✓ Tube shaft, material... ✓ Identification Mark... ✓
 Screw shaft, material... *Shut.* Identification Mark... ✓ Steam Pipes, material... *Copper* Test pressure... 240 Date of Test... 20. 2. 42.
 Is an installation fitted for burning oil fuel... *NO* 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... *NO* 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... *NO*
 Is this machinery duplicate of a previous case... *Sp. Rpt.* If so, state name of vessel... *VIC I*

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery of this Vessel has been fitted on board in accordance with the Specifications. It was found satisfactory when tested under steam.

Certificate to be sent to

The amount of Entry Fee ... £ :
 Special ... £ 6 : 16 :
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ :

When applied for,

3 MAR 1942

When received,

19

FRI 13 MAR 1942

Committee's Minute

Assigned

See Ind 51526

Deputy Surveyor

Engineer Surveyor to Lloyd's Register of Shipping.



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