

Date of writing Report2 - DEC 1922

When handed in at Local Office2 - DEC 1922

Port ofLondon

No. in Survey held atNewbury

Date, First Survey27 FEBRUARY 1922

Last Survey20 November 1922

Reg. Book.

on theTwin Engines

No. 2478 for Rangoon Firefloat & Maryweather

(Number of Visits33.)

Gross136.98

Net61.65

Master

Built atLondon

By whom builtEdwards & Co

No. 3789

When built1922

Engines made atNewbury

By whom madePlenty & Son L<sup>d</sup>

when made1922

Boilers made atDumbarton

By whom madeW Denny & Bros L<sup>d</sup>

when made1922

Registered Horse Power800 I.H.P.

OwnersRangoon Commissioners

Port belonging toLondon

Nom. Horse Power as per Section 28100 118

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fittedYes

ENGINES, &c.—Description of EnginesTwin Inverted Triple

No. of Cylinders3

No. of Cranks3

Dia. of Cylinders10 - 14 - 26 1/2

Length of Stroke16"

Revs. per minute250

Dia. of Screw shaft5.32

Material of screw shaftSteel

Is the screw shaft fitted with a continuous liner the whole length of the stern tubeNo liners

Is the after end of the liner made water tight

in the propeller boss

If the liner is in more than one length are the joints burned

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

Length of stern bush30"

Dia. of Tunnel shaft4.94

Dia. of Crank shaft journals5.22

Dia. of Crank pin5 1/4"

Size of Crank webs3 3/4 x 6"

Dia. of thrust shaft under collars5 1/4"

Dia. of screw6 - 0"

Pitch of Screw4 - 0"

No. of Blades3

State whether moveableNo

Total surface14.2 sq ft

No. of Feed pumps

Diameter of ditto

Stroke

Can one be overhauled while the other is at work

No. of Bilge pumps

Diameter of ditto

Stroke

Can one be overhauled while the other is at work

No. of Donkey Engines4

Sizes of Pumps2 1/2 x 5 1/2 x 15"

No. and size of Suctions connected to both Bilge and Donkey pumps

In Engine RoomTwo - 2"

In Holds, &c. One peak one - 2", one hold one 2"

Aft Hold one 2", After peak one 2"

No. of Bilge Injectionsone sizes 6"

Connected to condenser, or to circulating pumpYes

Is a separate Donkey Suction fitted in Engine room & size 2"

Are all the bilge suction pipes fitted with rosesYes

Are the roses in Engine room always accessibleYes

Are the sluices on Engine room bulkheads always accessible

Are all connections with the sea direct on the skin of the shipYes

Are they Valves or CocksBoth

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold platesYes

Are the Discharge Pipes above or below the deep water lineAbove

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

Are the Blow Off Cocks fitted with a spigot and brass covering plateYes

What pipes are carried through the bunkersNone

How are they protected

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all timesYes

Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilgesYes

Is the Screw Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

BOILERS, &c.—(Letter for record)Manufacturers of Steel

Total Heating Surface of Boilers2000

Is Forced Draft fittedYes

No. and Description of Boilersone

Working Pressure

Tested by hydraulic pressure to

Date of test

No. of Certificate

Can each boiler be worked separately

Area of fire grate in each boiler

No. and Description of Safety Valves to each boiler2 Spring direct

Area of each valve7.07

Pressure to which they are adjustedFlow 205 1/4

Are they fitted with easing gearYes

Smallest distance between boilers and bunkers

Mean dia. of boilers

Length

Material of shell plates

Thickness

Range of tensile strength

Are the shell plates welded or flanged

Descrip. of riveting: cir. seams

long. seams

Diameter of rivet holes in long. seams

Pitch of rivets

Lap of plates or width of butt straps

Per centages of strength of longitudinal joint

Working pressure of shell by rules

Size of manhole in shell

Size of compensating ring

No. and Description of Furnaces in each boiler

Material

Outside diameter

Length of plain part

Thickness of plates

Description of longitudinal joint

No. of strengthening rings

Working pressure of furnace by the rules

Combustion chamber plates: Material

Thickness: Sides

Back

Top

Bottom

Pitch of stays to ditto: Sides

Back

Top

If stays are fitted with nuts or riveted heads

Working pressure by rules

Material of stays

Area at smallest part

Area supported by each stay

Working pressure by rules

End plates in steam space:

Material

Thickness

Pitch of stays

How are stays secured

Working pressure by rules

Material of stays

Area at smallest part

Area supported by each stay

Working pressure by rules

Material of Front plates at bottom

Thickness

Material of Lower back plate

Thickness

Greatest pitch of stays

Working pressure of plate by rules

Diameter of tubes

Pitch of tubes

Material of tube plates

Thickness: Front

Back

Mean pitch of stays

Pitch across wide water spaces

Working pressures by rules

Girders to Chamber tops: Material

Depth and

thickness of girder at centre

Length as per rule

Distance apart

Number and pitch of stays in each

Working pressure by rules

Steam dome: description of joint to shell

% of strength of joint

Diameter

Thickness of shell plates

Material

Description of longitudinal joint

Diam. of rivet holes

Pitch of rivets

Working pressure of shell by rules

Crown plates

Thickness

How stayed

SUPERHEATER. TypeDate of Approval of PlanTested by Hydraulic Pressure to

Date of Test

Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler

Diameter of Safety Valve

Pressure to which each is adjusted

Is Easing Gear fitted



IS A DONKEY BOILER FITTED?

20

If so, is a report now forwarded?

✓

SPARE GEAR. State the articles supplied:— 2 propeller shafts, 2 propellers, one set Connecting Rod top & bottom end bolts, one set main bearing bolts, one set Coupling bolts, piston rings for each cylinder, one crank shaft bush, 1 slide valve, bolts & nuts assorted, iron assorted, valves & piston rings for each auxiliary.

The foregoing is a correct description,

PLENTY & SON, LIMITED.

Manufacturer.

Dates of Survey while building  
During progress of work in shops -- 1922 :- FEB 27 MAY 5 19 29 JUNE 22 JULY 3 17  
During erection on board vessel --- JULY 25 AUG 2 16 24 31 SEP 12 16 17 25 29 OCT 3 5 6 9 11 12 13 16 26 27 28 30 NOV 1 6 17 20  
Total No. of visits 33.  
Is the approved plan of main boiler forwarded herewith Yes  
" " " donkey " " " ✓  
Dates of Examination of principal parts—Cylinders 19.5.22 Slides 3.7.22 Covers 19.5.22 Pistons 3.7.22 Rods 5.5.22  
Connecting rods 6.6.22 Crank shafts 19.5.22 Thrust shaft ✓ Tunnel shafts 22.6.22 Screw shafts 25.5.22 Propellers 29.6.22  
Stern tube 29.5.22 Steam pipes tested 19.7.22 Engine and boiler seatings 19.7.22 Engines holding down bolts 19.7.22  
Completion of pumping arrangements 29.9.22 Boilers fixed 19.7.22 Engines tried under steam 29.9.22 ✓  
Completion of fitting sea connections 25.7.22 Stern tube 25.7.22 Screw shaft and propellers 25.7.22  
Main boiler safety valves adjusted 25.9.22 ✓ Thickness of adjusting washers S 3/8 base P 13/32  
Material of Crank shafts Steel Identification Mark on Do. LLOYDS 417 14.2.22  
Material of Tunnel shafts Steel Identification Marks on Do. LLOYDS 418 14.2.22  
Material of Steam Pipes Steel Test pressure 600 lbs  
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 Section 49 of the Rules been complied with Yes ✓  
Is this machinery duplicate of a previous case No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. Engine constructed under special

Survey, material tested, workmanship good. High pressure cylinders tested hydraulically to 400 lbs, MP cylinders to 200 lbs & LP cylinders to 100 lbs per sq inch & found tight & sound. The fire pumps (2) examined during construction, the cylinders of same tested to 400 lbs & the pumps to 220 lbs & all found tight & sound. Oil fuel fitted & oil fuel pump duplicated. The vessel was run on the measured mile & a mean speed of 13.18 knots was attained, the machinery & boiler working satisfactory. The fire pumps were tested for delivery each pump discharging about 2090 gallons per min = 4180 gallons for both pumps.

The fire pumps & attachments have been removed & fuel tanks (temporary) have been fitted in space & also at forward end of stokehole behind boiler, the plan for same & tanks approved, the tanks have been tested to 5 lbs per sq inch and found tight, this alteration made for the purpose of carrying oil fuel for outward passage. This vessel is in my opinion eligible to have + LMC 11.22 Recorded in the Society's Register. Shaft & be noted OB

The amount of Entry Fee £ 6 16 0 When applied for, 19 DEC 1922

Special

Electric installation

Donkey Boiler Fee

Travelling Expenses (if any) £ 8 6 0

When received, 23 JUL 1923

Committee's Minute

Assigned

FRI 18 DEC 1922

+ LMC 11.22

Lloyd's Register of Shipping  
Foundation

Engineer Surveyor to Lloyd's Register of Shipping.



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