

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 17 Jan 1940 When handed in at Local Office 17 Jan 1940 Port of London  
 No. in Survey held at Newbury Date, First Survey 24 Aug 1939 Last Survey 16-1-1940  
 Reg. Book. on the Twin Is. Steamer Tenny Collingwood (Number of Visits 1)  
 Built at Newcastle By whom built Blaklands (Lanc.) Ltd. Yard No.          Tons { Gross 89.80  
 Engines made at Newbury By whom made Plenty & Son Ltd. Engine No. 2775 When made          Net 39.06  
 Boilers made at Newbury By whom made Stockton Chemical & Refry Boiler No. 6396 When made           
 Registered Horse Power          Owners          Port belonging to           
 Nom. Horse Power as per Rule 37.28 Is Refrigerating Machinery fitted for cargo purposes          Is Electric Light fitted           
 Trade for which Vessel is intended In River Service

ENGINES, &c.—Description of Engines Comp. surface engines? twin screw Revs. per minute           
 Dia. of Cylinders 8 1/2" 17" Length of Stroke 12" No. of Cylinders 4 No. of Cranks 4  
 Crank shaft, dia. of journals as per Rule 4" Crank pin dia. 4" Crank webs Mid. length breadth 5" Thickness parallel to axis           
 as fitted 4" Mid. length thickness 2 1/2" shrunk Thickness around eye-hole           
 Intermediate Shafts, diameter as per Rule 4 3/16" Thrust shaft, diameter at collars as per Rule 3 1/16" as fitted 4 1/2"  
 as fitted 4 1/2" Is the { tube } shaft fitted with a continuous liner { No. }  
 Tube Shafts, diameter as per Rule 4 1/2" as fitted 4 1/2" Screw Shaft, diameter as per Rule 4 1/2" as fitted 4 1/2"  
 Is the { tube } shaft fitted with a continuous liner { No. }  
 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  
 as fitted          as fitted          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  
 shaft          If so, state type          Length of Bearing in Stern Bush next to and supporting propeller 12 1/2"  
 Propeller, dia. 4 1/2" Pitch 5-6" No. of Blades 3 Material C/I whether Moveable No. Total Developed Surface 6.35 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 { No. and size          Pumps connected to the { No. and size           
 Pumps { How driven          Main Bilge Line { How driven           
 Ballast Pumps, No. and size          Lubricating Oil Pumps, including Spare Pump, No. and size None  
 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          Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size          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 890 sq ft  
 Is Forced Draft fitted No. No. and Description of Boilers 1, S.B. Working Pressure 130 lbs  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? No.  
 IS A DONKEY BOILER FITTED?          If so, is a report now forwarded?           
 Is the donkey boiler intended to be used for domestic purposes only         

PLANS. Are approved plans forwarded herewith for Shafting          Main Boilers          Auxiliary Boilers          Donkey Boilers           
 (If not state date of approval) Superheaters          General Pumping Arrangements          Oil fuel Burning Piping Arrangements         

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes  
 State the principal additional spare gear supplied 2 Spare propellers 1 R.H. 1 L.H.  
2 main engine stop valves.

The foregoing is a correct description,  
 FOR AND ON BEHALF OF  
 PLENTY & SON, LIMITED

Director & Secretary

Manufacturer.



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Lloyd's Register  
 Foundation

006407-006411-0044



1939: Aug 24, Sep 12, 20, 28, Oct 5, 12, Nov 2, 16, 22, Dec 8  
During progress of work in shops - -  
1940: Jan 16  
Dates of Survey while building  
During erection on board vessel - - -  
Total No. of visits 11 (in shops) 11 (on board)

Dates of Examination of principal parts—Cylinders S.P.H. 20.9.39, P.H. 12.10.39, Slides 20.9.39, 5.10.39, Covers with cylinders  
Pistons 5.10.39, Piston Rods 9.9.39, 5.10.39, Connecting rods 12.10.39  
Crank shaft 5.10.39, Thrust shaft Combined with crank shaft, Intermediate shafts 20.9.39  
Tube shaft, Screw shaft 16.11.39, Propeller W. & S. 16.11.39  
Stern tube Tubes, S.P.H. 20.9.39, P.H. 12.10.39, 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 3173 AS  
Crank shaft material S, Identification Mark 3174 AS, Thrust shaft material S, Identification Mark crank shaft  
Intermediate shafts, material S, 24, P+S, Identification Marks 6478 TDS, Tube shaft, material, Identification Mark  
Screw shafts, material S, P+S, Identification Mark 6478 TDS, 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, No, 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 of tested materials in accordance with approved plans. The material & workmanship are good. The machinery has been forwarded to Newcastle for installation in the vessel.

This machinery has now been satisfactorily installed aboard the Twin Screw Ferry 'Collingwood' Jan N° 57, examined under full working conditions with satisfactory results & is eligible in my opinion to be classed with notations +LTC, H.40, 1SB, 130 lb (3cf) T.S. O.G.

Geo. J. Hurreland.

The amount of Entry Fee ... £ 2 : - :  
Special 2/5.7a ... £ 6 : - :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ 4 : 6 : 2

When applied for, 18 JAN 1940  
When received, after 8.2.40  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Assigned See Nwc. 36 98510