

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report **27 JUL 1939** When handed in at Local Office **27 JUL 1939** Port of **London**
 No. in Survey held at **Newbury** Date, First Survey **9 March 1939** Last Survey **13 July 1939**
 Reg. Book. **on the Trin. S. Tug "Resolute"** (Number of Visits **13**)
 Built at **Selby** By whom built **Cochrane & Sons** Yard No. **1202** Tons **Gross**
 Engines made at **Newbury** By whom made **Plenty & Sons Ltd.** Engine No. **2771** When built
 Boilers made at **Glasgow** By whom made **Barclay Curle** Boiler No. **38-13** When made
 Registered Horse Power **339** Owners **Port of Buri** Port belonging to
 Nom. Horse Power as per Rule **339** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines **Triple Expansion, Surface Condensing, Turbine** Revs. per minute
 Dia. of Cylinders **11 1/4" 19 1/2" 33 1/2"** Length of Stroke **22"** No. of Cylinders **6** No. of Cranks **6**
 Crank shaft, dia. of journals **as per Rule** Crank pin dia. **6 1/2"** Crank webs **Mid. length breadth 12 1/4" Thickness parallel to axis 2 1/4"**
 Intermediate Shafts, diameter **as per Rule** Thrust shaft, diameter at collars **as per Rule**
 Tube Shafts, diameter **as per Rule** Screw Shaft, diameter **as per Rule** 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 propeller boss **Yes**
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner **Yes**
 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 **Yes**
 If two liners are fitted, is the shaft lapped or protected between the liners **Yes** Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft **No**
 If so, state type **Newark** Length of Bearing in Stern Bush next to and supporting propeller **2' 6"**
 Propeller, dia. **8' 3"** Pitch **10' 0"** No. of Blades **4** Material **C.I.** whether Moveable **No** Total Developed Surface **28** sq. feet
 Feed Pumps worked from the Main Engines, No. **17 each** Diameter **2 1/2"** Stroke **10"** Can one be overhauled while the other is at work **Yes**
 Bilge Pumps worked from the Main Engines, No. **15 each** Diameter **2 1/2"** Stroke **10"** Can one be overhauled while the other is at work **Yes**
 Feed Pumps { No. and size **1- 5 x 3 1/2 x 6 Duplex** Pumps connected to the { No. and size
 How driven **Steam** Main Bilge Line How driven
 Ballast Pumps, No. and size **1- 5 x 5 x 6 Duplex** 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 **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 **3229 sq. ft.**
 Is Forced Draft fitted **Yes** No. and Description of Boilers **1 SB** Working Pressure **200 lbs.**
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? **No**
 IS A DONKEY BOILER FITTED? **No**
 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 **27.4.39** Main Boilers **No** Auxiliary Boilers **No** Donkey Boilers **No**
 (If not state date of approval)
 Superheaters General Pumping Arrangements **11.5.39** 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 sets shaft coupling bolts & nuts**
1 C.I. propeller

The foregoing is a correct description,

FOR AND ON BEHALF OF

PLENTY & SON, LIMITED

Manufacturer.

J. H. Davies

Director & Secretary

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Lloyd's Register
Foundation

1939: Mar 9. 23. 30. Apr 5. 20. 26 May 11. 18. 25 June 1. 8. 29 July 13.
During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 13 (In shops)

Dates of Examination of principal parts—Cylinders ^{Stav H.P. 25.5.39 P.M.P. 1.4.39.} ^{P.M.P. 21.4.39.} ^{Stav H.P. 8.6.39. P.M.P. 26.4.39.} Slides 25.5.39. 1.6.39. Covers 21.4.39. 25.5.39. 1.6.39.
Pistons 25.5.39. 1.6.39. 8.6.39. Piston Rods 20.4.39. 8.6.39. Connecting rods 18.5.39.
Crank shaft 3.2.39. 30.3.39. Thrust shaft 11.5.39. Intermediate shafts 1.6.39.
Tube shaft ^{None.} Screw shaft P. 1.6.39. S. 25.5.39. Propeller S. 25.5.39. P 8.6.39.
Stern tube P 18.5.39. S 25.5.39. ^{Tubes} 20ft. 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 S. Identification Mark ⁰⁴²²⁰ Thrust shaft material S. Identification Mark ⁴²⁹
Intermediate shafts, material S Identification Mark ⁰⁴²⁴⁰ Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material S Identification Mark ⁰⁴²⁵⁹ 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 in accordance with the approved plans & of tested materials. The materials & workmanship are good. The machinery has been forwarded to Selby for installation on board the vessel.

The amount of Entry Fee ... £ 3 : 0 : 0
Special 1/5 Fee ... £ 30 : 6 : 10
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 3 : 18 : 6
Committee's Minute
Assigned See Hull 2nd 50277

When applied for, 27 JUL 1939
When received, 13.9.39
Overpayment of £12.12.10 refunded 9/10/39
J. West
Engineer Surveyor to Lloyd's Register of Shipping.

