

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 9 MAR 1945

Date of writing Report 19... When handed in at Local Office 8. 3. 1945 Port of NEWCASTLE-ON-TYNE.

No. in Survey held at Halburn on Tyne Date, First Survey (1944) Nov. 28th Last Survey Feb. 21st 1945

Reg. Book "VIC 94" A/MS 1072 (Number of Visits 13)

on the BUFFER CLASS ENGINE No. 904 A/M.S. / M 909 "VIC 94" Tons { Gross ✓
Net ✓

Built at Thorne By whom built Richard Dunston Ltd. Yard No. T. 576 When built 1945

Engines made at Halburn By whom made W. H. & J. M. Engineering Ltd. Engine No. 904 When made 1945

Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓

Registered Horse Power ✓ Owners Ministry of War Transport 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 Coastal lightering

ENGINES, &c.—Description of Engines Compound Revs. per minute ✓

Dia. of Cylinders 10 1/2" x 22" Length of Stroke 14" No. of Cylinders 2 No. of Cranks 2

Crank shaft, dia. of journals as per Rule 4.27 Crank pin dia. 4 3/8" Mid. length breadth 8 3/8" Thickness parallel to axis 3.2 1/8"

as fitted 4 3/8" Crank webs ✓ Mid. length thickness 3.2 1/8" shrunk Thickness around eye-hole 2"

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule 4.27

as fitted ✓ as fitted 4 3/8"

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube } shaft fitted with a continuous liner {

as fitted ✓ as fitted ✓ as fitted ✓

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 ✓ 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. ✓ 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 ✓ 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 ✓

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 ✓

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? ✓

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 19-1-44 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 ✓

State the principal additional spare gear supplied ✓

The foregoing is a correct description.

p.p. WHITE'S MARINE ENGINEERING CO. LTD.

R. Paton

Manufacturer.

GENERAL MANAGER



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Lloyd's Register
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007895-007908-0103

(1944) Nov 28²⁸ Dec 5, 19, 21 (1945) Jan. 4, 10, 12, 23 Feb. 1, 13, 16, 21

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 13

Dates of Examination of principal parts—Cylinders 10-1-45 Slides 13-2-45 Covers 16-2-45

Pistons 13-2-45 Piston Rods 16-2-45 Connecting rods 16-2-45

Crank shaft 10-1-45 Thrust shaft 16-2-45 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 S.M. Steel Identification Mark 13421 ✓ Thrust shaft material S.M. Steel Identification Mark 13421 ✓

Intermediate shafts, material ✓ Identification Marks ✓ 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 Yes If so, state name of vessel ENG N° 903 Sent Hull 3/1/45

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

The machinery has been constructed under special survey in accordance with approved plans, specification & the Society's rules.

Materials & workmanship are good.

This engine has been sent to - stated intended for Brown's S.S. Co. Ltd. Hull Forgings & castings sent from Messrs. Aitchison Blair Ltd. Their Eng N° 273 to Messrs. White's Marine Eng Co. Ltd. for machining & erecting.

Attested on board Richard Norton N° 576 per Hull Report N° 52977 4 July 1945

G.H.

Certificate to be sent to

The amount of Entry Fee ... £ 8 : 0 : When applied for, 8 MAR 1945

Donkey Boiler Fee ... £ : : When received, 19

Travelling Expenses (if any) £ : :

J. H. Matthews
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 20 JUL 1945

Assigned Su F.E. Machy. rpt.



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