

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JUL 30 1937

of writing Report 23-7-1937 When handed in at Local Office 10 Port of Rotterdam  
 in Survey held at Schiedam Date, First Survey 10-4-37 Last Survey 16-7-1937  
 on the Floating Crane Manchester (Number of Visits 9) Tons { Gross 604  
 { Net 155  
 at Schiedam By whom built N.V. Gusto Yard No. 716 When built 1927  
 Engines made at ✓ By whom made ✓ Engine No. ✓ When made ✓  
 Boilers made at Glasgow By whom made Joe Nilssonson Boiler No. 4975 When made 1927  
 Registered Horse Power ✓ Owners Manchester Ship Canal Co. Port belonging to Manchester  
 Horse Power as per Rule ✓ Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted Yes  
 Use for which Vessel is intended ✓

**DETAILS, &c.—Description of Engines**

Length of Stroke                      No. of Cylinders                      Revs. per minute                       
 No. of Cranks                       
 Crank shaft, dia. of journals                      Crank pin dia.                      Crank webs                      Mid. length breadth                      Thickness parallel to axis                       
 as per Rule                      as fitted                      Mid. length thickness                      shrunk                      Thickness around eye-hole                       
 as per Rule                      as fitted                       
 Intermediate Shafts, diameter                      Thrust shaft, diameter at collars                      as per Rule                       
 as fitted                      as fitted                      as fitted                       
 Shafts, diameter                      Screw Shaft, diameter                      Is the { tube } shaft fitted with a continuous liner {                       
 as per Rule                      as fitted                      as fitted                      as fitted                       
 Is the after end of the liner made watertight in the                       
 liner boss                      If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner                       
 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                       
 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                       
 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                       
 Pumps worked from the Main Engines, No.                      Diameter                      Stroke                      Can one be overhauled while the other is at work                       
 Pumps worked from the Main Engines, No.                      Diameter                      Stroke                      Can one be overhauled while the other is at work                       
 No. and size 2. 6"4"6" 4"6"7" Pumps connected to the Main Bilge Line { No. and size 2. 6"4"6" - 6"5"6"  
 How driven steam How driven steam  
 Pist Pumps, No. and size 1. 6"5"6" Lubricating Oil Pumps, including Spare Pump, No. and size ✓  
 independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary                       
 Pumps;—In Engine and Boiler Room each 1 1/2" In Holds, &c. each compartment 1 1/2"  
 Pump Room ✓

**Water Circulating Pump Direct Bilge Suctions, No. and size** 1 1/2 3" **Independent Power Pump Direct Suctions to the Engine Room Bilges,**  
 size                      Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes                       
 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 Yes  
**Sea Connections** fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks both  
 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line above  
 each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes  
 Pipes pass through the bunkers ✓ How are they protected                       
 Pipes pass through the deep tanks ✓ Have they been tested as per Rule                       
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times                       
 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                       
 ment to another                      Is the Shaft Tunnel watertight                      Is it fitted with a watertight door                      worked from                     

**BOILERS, &c.—** (Letter for record 2) Total Heating Surface of Boilers 969 ft<sup>2</sup>  
 Draft fitted no No. and Description of Boilers one single ended cyl. Working Pressure 130 lb  
**REPORT ON MAIN BOILERS NOW FORWARDED?** Yes attached  
**DONKEY BOILER FITTED?** no If so, is a report now forwarded?                       
 donkey boiler intended to be used for domestic purposes only                     

**N.S.** Are approved plans forwarded herewith for Shafting ✓ Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓  
 (If not state date of approval)                       
 Plans                      General Pumping Arrangements 7-6-37 Oil fuel Burning Piping Arrangements                     

## SPARE GEAR.

spare gear required by the Rules been supplied                       
 principal additional spare gear supplied                     

The foregoing is a correct description,

N.V. WERF GUSTO  
 v/h Fa. A. F. SMULDERS  
 Manufacturer                     



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Write "Sheraton" opposite its corresponding letter.

Dates of Survey while building

- During progress of work in shops - -
- During erection on board vessel - - -
- Total No. of visits

Dates of Examination of principal parts—Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft Intermediate shafts

Tube shaft Screw shaft Propeller

Stern tube Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections Boilers fixed Engines tried under steam

Completion of pumping arrangements Thickness of adjusting washers

Main boiler safety valves adjusted Identification Mark Thrust shaft material Identification Mark

Crank shaft material Identification Marks Tube shaft, material Identification Mark

Intermediate shafts, material Identification Marks Steam Pipes, material *Copper* Test pressure *130 lb* Date of Test *22-5-37*

Screw shaft, material Identification Mark 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  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  If so, state name of vessel

**General Remarks** (State quality of workmanship, opinions as to class, &c. *The pumping arrangement and boiler has been made and fitted in accordance with the approved plans, Secretary's letters and Society's Rules. The safety valves adjusted under steam to 130 lb. and meets in my opinion the Committee's approval.*

*Thickness washers 9 mm.*

The amount of Entry Fee ... £	:	:	When applied for,
Special ...	£	36.00	29.7.19.37
Donkey Boiler Fee ...	£	:	When received,
Travelling Expenses (if any)	£	6.50	2.9.19.37/29

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

Committee's Minute **FRI 6 AUG 1937**

Assigned *+ NB 7.37*



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The Surveys are requested not to write on or below the space for Committee's Minute.