

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 7 JAN 1948

Date of writing Report 19 When handed in at Local Office 19 Port of HULL.

No. in Survey held at HULL. Date, First Survey 13.10.47, Last Survey 6.11.1947.
Reg. Book. (Number of Visits 10)

38149 on the S.S. "SPINGBANK" ex "SAMSPELGA".

Built at Baltimore By whom built Bethlehem Fairfield Shipyard Inc. Yard No. - When built 1944

Engines made at Hamilton O. By whom made Gen. Machy. Corp. Engine No. - When made -do-

Boilers made at - By whom made - Boiler No. - When made -do-

Registered Horse Power - Owners Bank Line Ltd. Port belonging to Glasgow.

Nom. Horse Power as per Rule - M.N. 668 Managers:- A. Weir & Co. Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted Yes

Trade for which Vessel is intended -

ENGINES, &c.—Description of Engines

Dia. of Cylinders L.R. 70" Length of Stroke 48" No. of Cylinders 3 Revs. per minute 3

Crank shaft, dia. of journals as per Rule 14.21 Crank pin dia. 1 1/4" Crank webs Mid. length breadth shrunk Thickness parallel to axis 9" - 2 1/2" LP
as fitted 1 1/4" Mid. length thickness 7 1/8" pin 7 1/8" Journal

Intermediate Shafts, diameter as per Rule 13.33" Thrust shaft, diameter at collars as per Rule 14.21
as fitted 13.5" as fitted 14.25"

Tube Shafts, diameter as per Rule 14.87" Screw Shaft, diameter as per Rule 15.25" Is the { tube } shaft fitted with a continuous liner { Yes }
as fitted as fitted

Bronze Liners, thickness in way of bushes as per Rule .754" Thickness between bushes as per Rule .565" Is the after end of the liner made watertight in the
as fitted 25/32" as fitted .72" 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 -

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 61"

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface 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. 2 Diameter 4 1/2" Stroke 26 Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size Two - 12" x 8" x 24" Pumps connected to the { No. and size Two 10" x 11" x 12" Main Bilge Line { How driven Duplex Steam

Ballast Pumps, No. and size One 10" x 11" x 12" Duplex 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 One 3" P.S. - One 3" T.E. next recess - One 2 1/2" tunnel well - One 3" P.S. F.A. off main

In Pump Room In Holds, &c. One 3" P.S. in No. 1, 2, 3, 4, 5 holds - One 4" P.S. in No. 3

1-2 deep tanks - One 6" P.S. in No. 3 acc tank -

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 10" Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size One 5" P.S. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes

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 Yes

Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks both

Are they 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

Are they 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 -

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 Yes

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 Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from upper deck.

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 9704 sq ft + 529 sq ft

Which Boilers are fitted with Forced Draft Both Which Boilers are fitted with Superheaters

No. and Description of Boilers Two W.T.B. Working Pressure 250 lbs (8 ft 230 lbs).

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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.

Is the spare gear required by the Rules been supplied

Is the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.

During progress of work in shops - - }
Dates of Survey while building }
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 Mark Steam Pipes, material Test pressure Date of Test
Screw shaft, material Identification Mark Is the flash point of the oil to be used over 150°F.
Is an installation fitted for burning oil fuel 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 amount of Entry Fee ... £
Special ... £
Donkey Boiler Fee ... £
Travelling Expenses (if any) £
When applied for, 19
When received, 19

L. Toth Williams
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned



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Foundation