

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 10-7-1947. When handed in at Local Office 11-7-1947. Port of Antwerp.
 No. in Survey held at 9904. Reg. Book 19904. On the s/s HEMBURY ex H.M.S. GREENWICH.
 Built at Newcastle-on-Tyne By whom built William Dobson & Co.
 Engines made at Wallsend-on-Tyne. By whom made Brown, Hunter & Wigham Richardson
 Boilers made at - do - By whom made - do -
 Registered Horse Power 384 Owners J.R. Grant Ltd. Port belonging to London.
 Nom. Horse Power as per Rule 384 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended Open Service.

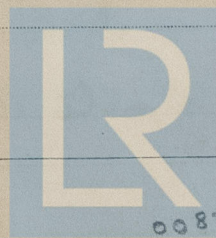
Engines, &c.—Description of Engines Triple Expansion.
 Dia. of Cylinders 26 x 42 1/2 x 10 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3 Revs. per minute 65
 Crank shaft, dia. of journals 13 3/4 Crank pin dia. 13 3/4 Mid. length breadth 8 7/8 Thickness parallel to axis 8 7/8
 Intermediate Shafts, diameter 13 3/4 Crank webs 8 7/8 Thickness around eye-hole 6 7/8
 Tube Shafts, diameter 13 3/4 Thrust shaft, diameter at collars 14 1/4 13 13/16
 Screw Shaft, diameter 15 Is the shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes 1 1/16 Thickness between bushes 1 1/16 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube at No
 If so, state type 17 1/2 Length of Bearing in Stern Bush next to and supporting propeller 5 1/2
 Propeller, dia. 17 1/2 Pitch 17 1/2 No. of Blades 4 Material C. Iron whether Moveable No Total Developed Surface 35 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4 Stroke 28 Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 Stroke 28 Can one be overhauled while the other is at work Yes
 Feed Pumps No. and size 2 c 20 tons/hr. 1 c 12 tons/hr. Pumps connected to the Main Bilge Line No. and size 1 Ballast c 8" x 8" x 8" M.E. Pumps 2 c 4" x 28" M. Engine
 How driven STEAM How driven Steam
 Ballast Pumps, No. and size 1 c 8" x 8" x 8" Lubricating Oil Pumps, including Spare Pump, No. and size 2-3 1/2 c 3 1/2" No. 1 - 2 c 3 1/2" No. 2 - 2 c 3 1/2" No. 3 - 2 c 3 1/2" No. 4
 Are two independent means arranged for circulating water through the Oil Cooler Yes
 Bilge Pumps:—In Engine and Boiler Room 2 c 3 1/2" No. 1 - 2 c 3 1/2" No. 2 - 2 c 3 1/2" No. 3 - 2 c 3 1/2" No. 4
 In Pump Room 2 c 3 1/2" No. 5
 Main Water Circulating Pump Direct Bilge Suctions No. and size 1 c 5" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges. No. and size 2 c 3 1/2" +
 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 tailpipes to the bilges Yes
 Are all Sea Connections fitted direct on the skin of the ship Yes
 Are they fitted with Valves or Cocks Yes
 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 Yes
 What Pipes pass through the bunkers None How are they protected
 Have they been tested as per Rule Yes
 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 Main Deck level.

AIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 6137 sq. ft. 6004
 Which Boilers are fitted with Forced Draft 2- S.E. Scotch. Which Boilers are fitted with Superheaters 180 lbs/sq. in.
 No. and Description of Boilers 2- S.E. Scotch. Working Pressure Yes - see Rpt. 9.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes - see Rpt. 9. If so, is a report now forwarded? Yes
 IS A DONKEY BOILER FITTED? Yes
 Can the donkey boiler be used for other than domestic purposes Yes
 PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers. Yes Auxiliary Boilers. Yes Donkey Boiler. Yes
 (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

The foregoing is a correct description.

Manufacturer.



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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

Completion of pumping arrangements

Boilers fired

Engines tried under steam

Main boiler safety valves adjusted

Thickness of adjusting washers

Crank shaft material

Identification Mark

Thrust shaft material

Identification Mark

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

If so, state name of vessel

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

Certificate to be sent to

The amount of Entry Fee

Special

Donkey Boiler Fee

Travelling Expenses (if any)

When applied for,

When received,

J. B. Martin
Engineer Surveyor to Lloyd's Register of Shipping.