

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 Reg. Book 19904. on the s/s HEMBURY ex H.M.S. GREENWICH.

built at Newcastle-on-Tyne By whom built William Dobson & Co. Yard No. 184 When built 1911

Engines made at Wallsend-on-Tyne. By whom made Brown, Hunter & Wigham Engine No. - When made 1913

Boilers made at - do - By whom made - do - Boiler No. - When made 1913

Registered Horse Power 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. Revs. per minute 65

Dia. of Cylinders 26 x 42 1/2 x 10 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 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 as per Rule 13 3/4 Crank webs 8 7/8 shrunk Thickness around eye-hole 6 7/16

Tube Shafts, diameter as per Rule 15 Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 1 1/16 & 1 1/16 Thickness between bushes 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

Propeller, dia. 17 0 Pitch 17 1/6 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. 4 c 12 T/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" How driven STEAM Steam M. Engine

Ballast Pumps, No. and size 1 c 8" x 8" x 8" Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps:—In Engine and Boiler Room 2 c 2 1/2 - 2 c 3 1/2 - Main Bilge line + 2 c 3 1/2" direct

In Pump Room 2 c 3 1/2" Nos. In Holds, &c. 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

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 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 No

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

What pipes pass through the deep tanks 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

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 6137 sq. ft. 6000

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 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 Boilers 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.



© 2021

Lloyd's Register Foundation

008778-008785-0286

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.)

Please see Report 9 for further details

Certificate to be sent to *Committee*
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee	£	:	:	When applied for,
Special	£	:	:	19
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

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

Date **JUL 25 1947**

Committee's Minute *See minute on note F.E. Rpt. 9*



© 2021
 Lloyd's Register
 Foundation