

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

11/50

7/1/51 Writing Report

Received at London Office

When handed in at Local Office 22<sup>nd</sup> DEC. 1951 Port of DUNDEE

Survey held at DUNDEE. Date, First Survey Last Survey 7-12-1951.

on the R. F. A. "EDDYBEACH." (Number of Visits) Gross 2157

DUNDEE. By whom built CALEDON S.B. &amp; E. CO. LTD. Yard No. 474. Tons Net 905

made at RENFREW. By whom made LOBNITZ &amp; CO. Engine No. B1471. When built 1951.

made at DUNDEE. By whom made CALEDON S.B. &amp; E. CO. LTD. Boiler No. 674. When made 1951.

ed Horse Power 1750. Owners BRITISH ADMIRALTY. Port belonging to LONDON.

se Power as per Rule 400. Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted YES.

r which Vessel is intended FLEET OILER.

ES, &c.—Description of Engines **TRIPLE EXPANSION.** Revs. per minute 227.  
 Cylinders 16" - 27½" - 43½" Length of Stroke 21" No. of Cylinders 3. No. of Cranks 3.  
 Shaft, dia. of journals as per Rule 8.26" Crank pin dia. 9½" Crank webs Mid. length breadth 18½" Thickness parallel to axis 4¼"  
 as fitted 9½" Mid. length thickness 5½" shrunk Thickness around eye-hole SOLID.  
 Intermediate Shafts, diameter as per Rule AS APPROVED. Thrust shaft, diameter at collars as per Rule AS APPROVED.  
 as fitted 9½" as fitted 8½"

Shafts, diameter as per Rule AS APPROVED. Is the screw shaft fitted with a continuous liner No.  
 as fitted 9" as fitted 9"

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  
 as fitted as fitted

boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner  
 er 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  
 ES. If so, state type "CEDERVELL" Length of Bearing in Stern Bush next to and supporting propeller 3' - 1¼"

er, dia. 8' - 6" Pitch 6' - 9" No. of Blades 4. Material BRONZE whether Moveable SOLID. Total Developed Surface 32 sq. feet

pumps worked from the Main Engines, No. NONE. Diameter Stroke Can one be overhauled while the other is at work  
 pumps worked from the Main Engines, No. NONE. Diameter Stroke Can one be overhauled while the other is at work

No. and size TWO 8" x 10½" x 22" Pumps connected to the Main Bilge Line No. and size 1-DUA. BILGE 50 TONS/HR, 1-G.S. 50 TONS/HR 1-CIRC. 4000 GPM.  
 How driven DIRECT STEAM. How driven DIRECT STEAM

Pumps, No. and size ONE - 7½" x 6½" x 7" DUPLEX. Lubricating Oil Pumps, including Spare Pump, No. and size ONE-ATTACHED & ONE-INDPT.  
 independent means arranged for circulating water through the Oil Cooler YES. Suctions, connected to both Main Bilge Pumps and Auxiliary

pumps;—In Engine and Boiler Room SEA, BILGE MAIN & DIRECT. ER 2-2½. Bk Room 2-2½. ER 2-2½. ER 2-2½.  
 Room NONE. In Holds, &c. NONE

Water Circulating Pump Direct Bilge Suctions, No. and size 10" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 size 1 - 4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES.

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 VALVES, EXCEPT BLOW DOWN COCK.

placed 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 NONE. How are they protected  
 Pipes pass through the deep tanks NONE. 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 YES.  
 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 YES. Is the Shaft Tunnel watertight NO TUNNEL. Is it fitted with a watertight door worked from

BOILERS, &c.—(Letter for record 2 SB.) Total Heating Surface of Boilers 7530 SQ. FT.  
 Boilers are fitted with Forced Draft BOTH. Which Boilers are fitted with Superheaters NONE.

nd Description of Boilers 2 CYLINDRICAL MULTITUBULAR. Working Pressure 250 LBS/SQ. IN.  
 REPORT ON MAIN BOILERS NOW FORWARDED? YES.

DONKEY BOILER FITTED? NO. If so, is a report now forwarded?  
 donkey boiler be used for domestic purposes only

NS. Are approved plans forwarded herewith for Shafting YES. Main Boilers YES. Auxiliary Boilers Donkey Boilers  
 (If not state date of approval) 13-5-50.

General Pumping Arrangements YES. Oil fuel Burning Piping Arrangements YES.

SPARE GEAR.

spare gear required by the Rules been supplied YES.  
 principal additional spare gear supplied ADEQUATE SPARE GEAR COVERING ALL PARTS, AS PER SPECIFICATION.

The foregoing is a correct description.

THE CALEDON SHIPBUILDING & ENGINEERING CO. LTD.

Manufacturer.

J. 1006 DIRECTOR

009920-009923-0188



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Lloyd's Register Foundation



see Glasgow Report no 77442.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

1951. Mar 27. Apr 19. 24. June 19. 29. July 10. 18. Aug 17. 31. Sept 14. 28. Oct 3. 5. 9. 16. 1951. Nov. 25. 8. 13. 20. 22. 23. 26. 27. 29. 30. Dec 2. 3. 5. 6. 7.

Total No. of visits 34.

Dates of Examination of principal parts—Cylinders <sup>HP</sup> 2-11-50; <sup>IP</sup> 7-11-50; <sup>LP</sup> 23-2-51. Slides 2-11-50. 7-11-50, 23-2-51. Covers 2-11-50; 7-11-50; 23-2-51.

Pistons 23-2-51. Piston Rods 23-2-51. Connecting rods 23-2-51.

Crank shaft 2-3-51. Thrust shaft 18-7-51. Intermediate shafts 18-7-51.

Tube shaft ✓. Screw shaft 13-4-51. Propeller 27-3-51.

Stern tube 10-4-51. Engine and boiler seatings 13-4-51. Engines holding down bolts 18-7-51.

Completion of fitting sea connections 13-4-51.

Completion of pumping arrangements 20-11-51. Boilers fixed 18-7-51. Engines tried under steam 26<sup>TH</sup> + 29<sup>TH</sup> NOV. 1951.

Main boiler safety valves adjusted 22-11-51. Thickness of adjusting washers AFT-27/64"; FORD-27/64" AFT-27/64" FORD-27/64".

Crank shaft material INQDT STEEL. Identification Mark N° 20665. Thrust shaft material INQDT STEEL. Identification Mark 4822.

Intermediate shafts, material INQDT STEEL. Identification Marks 4821. Tube shaft, material ✓. Identification Mark ✓.

Screw shaft, material INQ. STEEL. Identification Mark 4819. Steam Pipes, material S.D. STEEL. Test pressure 750 lb/sq. in. Date of Test VARIOUS.

Is an installation fitted for burning oil fuel YES. Is the flash point of the oil to be used over 150°F. YES.

Have the requirements of the Rules for the use of oil as fuel been complied with YES.

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo OIL TANKER. 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 NOT REQUIRED.

Is this machinery duplicate of a previous case No. If so, state name of vessel ✓.

**General Remarks** (State quality of workmanship, opinions as to class, &c. The machinery described herein, has been built and installed under Special Survey in accordance with the approved plans, the Secretary's letters, the Requirements of the Rules and the Admiralty Specification. The materials and workmanship are good. This machinery is eligible, in our opinion, to be classed in the Register Book, with record of + LMC. 12, 51 and the notations; 2 SB. 250 lb/sq. in. F. H.B. 7530; FITTED FOR OIL FUEL 12, 51. FP ABOVE 150°F., O.G., and ENG. AFT.

The amount of Entry Fee 1/5. £ 29 : 0. : ✓ When applied for,

Special SPECIFICATION £ 29 : 0. : ✓ 24. 12. 1951.

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

Travelling Expenses (if any) £ : : 19.

Committee's Minute

GLASGOW 8 JAN 1952

Assigned

+ LMC. 12, 51.

2 SB- 250 lb. F.D.

Fitted for oil fuel 12, 51. FP above 150°F.

R. W. Skinner for self and J. McLaren.  
Engineer Surveyor to Lloyd's Register of Shipping.



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