

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 28 AUG 1941

Date of writing Report 27-8-1941 When handed in at Local Office 27-8-1941 Port of Leith
 No. in Survey held at Burntisland Date, First Survey 9-6-41 Last Survey 24-8-1941
 Reg. Book. 89323 on the S.S. "NORTON" (Number of Visits 9) Tons ^{Gross} 7195 _{Net} 5331
 Built at Burntisland By whom built Burntisland, J. B. Co. Ltd. Yard No. 248 When built 1941
 Engines made at Glasgow By whom made J. Rowan & Co. Ltd. Engine No. 1044 When made 1941
 Boilers made at Glasgow By whom made J. Rowan & Co. Ltd. Boiler No. 1044 When made 1941
 Registered Horse Power 468 Owners R. Chapman & Son. Port belonging to Newcastle
 Nom. Horse Power as per Rule 468 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.

Trade for which Vessel is intended _____

Revs. per minute 75 (LIGHT SHIP)

ENGINES, &c.—Description of Engines

Dia. of Cylinders _____ Length of Stroke _____ No. of Cylinders _____ No. of Cranks _____

Crank shaft, dia. of journals _____ as per Rule _____ Crank pin dia. _____ Crank webs _____ Mid. length breadth _____ Thickness parallel to axis _____
 as fitted _____ Mid. length thickness _____ shrunk _____ Thickness around eye-hole _____

Intermediate Shafts, diameter _____ as per Rule _____ Thrust shaft, diameter at collars _____ as per Rule _____
 as fitted _____ as fitted _____

Tube Shafts, diameter _____ as per Rule _____ Screw Shaft, diameter _____ as per Rule _____ Is the tube _____
 as fitted _____ as fitted _____ screw } shaft fitted with a continuous liner }

Bronze Liners, thickness in way of bushes _____ as per Rule _____ Thickness between bushes _____ as fitted _____ Is the after end of the liner made watertight in the
 propeller boss _____ 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 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 _____

Propeller, dia. _____ Pitch _____ No. of Blades _____ Material _____ whether Moveable _____ Total Developed Surface _____ sq. feet

Feed Pumps worked from the Main Engines, No. _____ Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____
 Bilge Pumps worked from the Main Engines, No. _____ Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____

Feed Pumps _____ No. and size _____ How driven _____ Pumps connected to the Main Bilge Line _____ No. and size _____ How driven _____
Ballast Pumps, No. and size one, 9" x 12" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size _____
STAR² at 5" dia. Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 2 PORT & 1 STAR² at 3" dia. In Holds, &c. N^o 1 Hold, I.P. & I.S. = 3" dia. N^o 2 Hold, I.P. & I.S. = 3 1/2" dia.
N^o 3 Hold, I.P. & I.S. = 2 1/2" dia. N^o 4 Hold, I.P. & I.S. = 3 1/2" dia. & I.P. & I.S. = 3" dia. N^o 5 Hold, I.P. & I.S. = 2 1/2" dia. Hold Well Suction = 2 1/2" dia.
TUNNEL WELL SUCTION = 2 1/2" DIA. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 Main Water Circulating Pump Direct Bilge Suctions, No. and size one at 8" dia. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes.
 No. and size one at 5" dia. Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight gal 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 the Overboard Discharges above or below the deep water line OTHERS ABOVE.
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes. Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes.
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes. How are they protected Wood ceiling
 What Pipes pass through the bunkers Bilge Suctions Have they been tested as per Rule _____
 What pipes pass through the deep tanks _____ 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 No. worked from _____

MAIN BOILERS, &c.— (Letter for record _____) Total Heating Surface of Boilers _____

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

No. and Description of Boilers _____ Working Pressure _____

IS A REPORT ON MAIN BOILERS NOW FORWARDED? _____

IS A DONKEY BOILER FITTED? _____ If so, is a report now forwarded? _____

Can the donkey boiler be used for domestic purposes only See Glasgow Rpt. No. 64171.

PLANS. 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 _____

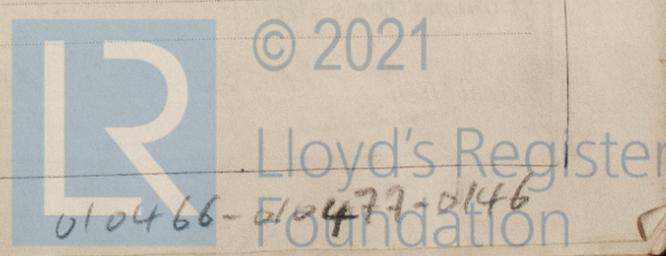
SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes. List attached.

State the principal additional spare gear supplied _____

The foregoing is a correct description.

Manufacturer.



NOTE. 5c. 11. 57. T. (MADE IN ENGLAND.)

During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - - 9/6/41, 12/6/41, 23/6/41, 26/6/41, 30/7/41, 11/8/41, 13/8/41, 18/8/41, 24/8/41.
 Total No. of visits 9.

Dates of Examination of principal parts—Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft Intermediate shafts
 Tube shaft Screw shaft *in place, 26-6-41* Propeller *in place, 26-6-41.*
 Stern tube *in place, 12-6-41* Engine and boiler seatings 23-6-41. Engines holding down bolts 13-8-41.

Completion of fitting sea connections 26-6-41.
 Completion of pumping arrangements 18-8-41 Boilers fixed 11-8-41. Engines tried under steam 18-8-41 & 24-8-41.
 Main boiler safety valves adjusted 18-8-41 Thickness of adjusting washers *P=1 1/2" S=3/8" PORT BOILER. P=3/4" S=3/8" STARBOARD BOILER. P=3/4" S=3/8" AUX. BOILER. P=3/4" S=3/8"*

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 *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 *No.* 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 *Yes.* If so, state name of vessel *S.S. "MERTON" Lth. Rpt. N° 20463.*

General Remarks (State quality of workmanship, opinions as to class, &c. *This machinery - Glasgow Report N° 64171 has been efficiently fitted on board, the materials and workmanship being sound and good. On completion, the safety valves were adjusted to 220 lbs/sq" and the Main and Auxiliary machinery were tried under working conditions at sea and found satisfactory. This machinery in my opinion, is in a safe working condition and eligible to be classed in the Register Book with the notation of L.M.C. 8-41, T.S.C.L., F.I.*

The amount of Entry Fee ... £ *19:1:0* When applied for, *24-8-1941*
 Special ... £
 Donkey Boiler Fee ... £ When received,
 Travelling Expenses (if any) £ *1:8:6* 19...

J. Campbell
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 12 SEP 1941

Assigned *T. Lamb. 8.41*
J.D. Cd.



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