

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 20-12-45 When handed in at Local Office 27 DEC 1945 Port of Sp Suis  
 No. in Survey held at Bicelis Date, First Survey 26-4-45 Last Survey 11-12-1945  
 Reg. Book "VIC 57" (Number of Visits 10) Tons 10 (Gross) 10 (Net)  
 Built at Furnham By whom built Pallock & Son Ltd. Yard No. 1841 When built 1916  
 Engines made at Bicelis By whom made Elliott & Garrod Engine No. 682 When made 1916  
 Boilers made at Bicelis By whom made Elliott & Garrod Boiler No. 682 When made 1916  
 Registered Horse Power 100 Owners Ministry of War Transport Port belonging to Port  
 Nom. Horse Power as per Rule 100 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes  
 Trade for which vessel is intended Coastal

ENGINES, &c.—Description of Engines Compound Reciprocating Revs. per minute 150 ✓  
 Dia. of Cylinders 10 1/2 - 22" Length of Stroke 14" No. of Cylinders Two No. of Cranks Two ✓  
 Crank shaft, dia. of journals 4 3/8" as per Rule 4 3/8" Crank pin dia. 4 3/8" Mid. length breadth 3 1/2" Thickness parallel to axis 2 7/8" ✓  
 as fitted 4 3/8" Crank webs 3 1/2" Mid. length thickness 2" Thickness around eye-hole 2" ✓  
 Intermediate Shafts, diameter as per Rule 4 1/8" Thrust shaft, diameter at collars as per Rule 4 1/8" ✓  
 as fitted 4 1/8" as fitted 4 1/8" Is the screw shaft fitted with a continuous liner Yes ✓  
 Tube Shafts, diameter as per Rule 4 1/8" Screw Shaft, diameter as per Rule 4 1/8" as fitted 4 1/8" Is the screw shaft fitted with a continuous liner Yes ✓  
 as fitted 4 1/8" as fitted 4 1/8" 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 Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes ✓  
 at Yes If so, state type Yes Length of Bearing in Stern Bush next to and supporting propeller 20" ✓

Propeller, dia. 66" Pitch 86" No. of Blades 4 Material C-1 whether Moveable No Total Developed Surface 11-6 sq. feet ✓  
 Feed Pumps worked from the Main Engines, No. One Diameter 2 1/8" Stroke 6" Can one be overhauled while the other is at work Yes ✓  
 Bilge Pumps worked from the Main Engines, No. One Diameter 2 1/8" Stroke 6" Can one be overhauled while the other is at work Yes ✓

Feed Pumps } No. and size \_\_\_\_\_ Pumps connected to the } No. and size \_\_\_\_\_  
 Pumps } How driven \_\_\_\_\_ Main Bilge Line } How driven \_\_\_\_\_  
 Ballast Pumps, No. and size \_\_\_\_\_ Lubricating Oil Pumps, including Spare Pump, No. and size \_\_\_\_\_  
 Are two independent means arranged for circulating water through the Oil Cooler \_\_\_\_\_ Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room \_\_\_\_\_  
 In Pump Room \_\_\_\_\_ In Holds, &c. \_\_\_\_\_

Main Water Circulating Pump Direct Bilge Suctions, No. and size \_\_\_\_\_ Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size \_\_\_\_\_  
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes \_\_\_\_\_  
 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 \_\_\_\_\_  
 Are all Sea Connections fitted direct on the skin of the ship \_\_\_\_\_ Are they fitted with Valves or Cocks \_\_\_\_\_  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates \_\_\_\_\_ Are the Overboard Discharges above or below the deep water line \_\_\_\_\_  
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel \_\_\_\_\_ 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 \_\_\_\_\_  
 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 \_\_\_\_\_ Is the Shaft Tunnel watertight \_\_\_\_\_ Is it fitted with a watertight door \_\_\_\_\_ 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? \_\_\_\_\_

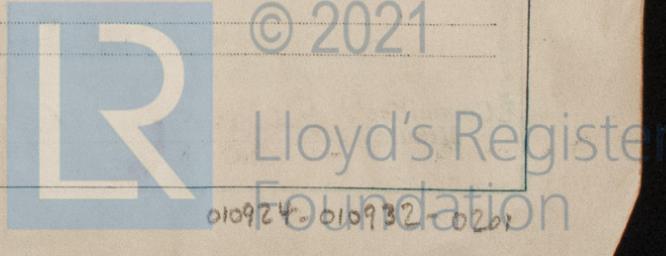
Can the donkey boiler be used for other than domestic purposes \_\_\_\_\_  
 PLANS. Are approved plans forwarded herewith for Shafting 28-10-45 Main Boilers \_\_\_\_\_ Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
 (If not state date of approval)

Superheaters \_\_\_\_\_ General Pumping Arrangements \_\_\_\_\_ Oil fuel Burning Piping Arrangements \_\_\_\_\_  
 SPARE GEAR.

Has the spare gear required by the Rules been supplied \_\_\_\_\_  
 State the principal additional spare gear supplied \_\_\_\_\_

The foregoing is a correct description  
G. B. St. Jackson

Manufacturer.



Dates of Survey while building  
 During progress of work in shops - - { 26.4.45, 6.7.45, 22.10.45, 24.5.45, 7.8.45, 7.9.45, 1.10.45, 6.11.45, 28.11.45, 11.12.45 }  
 During erection on board vessel - - - { }  
 Total No. of visits 70 (In shops)

Dates of Examination of principal parts—Cylinders 6-11-45 Slides 1-10-45 Covers 6-11-45  
 Pistons 24-5-45 Piston Rods 7-8-45 Connecting rods 7-8-45  
 Crank shaft 6-11-45 Thrust shaft 6-11-45 Intermediate shafts ✓  
 Tube shaft ✓ Screw shaft 6-3-46 Propeller 6-3-46  
 Stern tube 6-3-46 Engine and boiler seatings 6-3-46 Engines holding down bolts 16-4-46  
 Completion of fitting sea connections 26-2-46  
 Completion of pumping arrangements ✓ Boilers fixed 16-4-46 Engines tried under steam ✓  
 Main boiler safety valves adjusted ✓ Thickness of adjusting washers ✓  
 Crank shaft material Steel Identification Mark ✓ Thrust shaft material Steel Identification Mark ✓  
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material Steel Identification Mark not tested 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. ....)

The Engine has not been constructed in accordance with the requirements of the Society's Rules but has been constructed under the supervision of the Society.  
 The scantlings are in accordance with the Society's Rules.  
 The workmanship is of good description.  
 The machinery will be eligible, in my opinion, for record of L.M.C. (with date) when efficiently installed in a classed vessel.

Certificate to be sent to.....

The amount of Entry Fee	... £	:	:	When applied for,
Special	... £	8	: 0 : 0	21 DEC 1946
Donkey Boiler Fee	... £	:	:	When received,
Travelling Expenses (if any)	£	1	: 14 : 0	19

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

Date FRI. 19 JUL 1946

Committee's Minute See F.E. Mackay, sp/h



The Surveyors are requested not to write on or below the space for Committee's Minute.