

Rpt. 4.

REPORT ON MACHINERY.

No. 80591.

Date of writing Report 18 Jan 1918 When handed in at Local Office 15 FEB 1918 Port of London
No. in Survey held at Newbury Date, First Survey April 21st 11 Last Survey Jan 11 1918
Reg. Book. Engins "No 2266" (Number of Visits 5)

Master _____ Built at _____ By whom built _____
Engines made at Newbury By whom made Plenty & Son Ltd Tons { Gross _____ Net _____
Boilers made at _____ By whom made _____ When built 1918
Registered Horse Power _____ Owners _____ Port belonging to _____
Nom. Horse Power as per Section 28 _____ Is Refrigerating Machinery fitted for cargo purposes _____ Is Electric Light fitted _____

ENGINES, &c.—Description of Engines Compd. Surplus condensing No. of Cylinders 2 No. of Cranks 2
Dia. of Cylinders 13" - 26" Length of Stroke 16" Revs. per minute _____ Dia. of Screw shaft as per rule 5.625" Material of Steel
Is the screw shaft fitted with a continuous liner the whole length of the stern tube _____ Is the after end of the liner made water tight
in the propeller boss _____ If the liner is in more than one length are the joints burned _____ 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 _____ If two
liners are fitted, is the shaft lapped or protected between the liners _____ Length of stern bush _____
Dia. of Tunnel shaft as per rule 5" Dia. of Crank shaft journals as per rule 5.25" Dia. of Crank pin 5 1/4" Size of Crank webs 11 1/2" Dia. of thrust shaft under
collars 5 1/4" Dia. of screw _____ Pitch of Screw _____ No. of Blades _____ State whether moveable _____ Total surface _____
No. of Feed pumps one Diameter of ditto 2" Stroke 8 1/2" Can one be overhauled while the other is at work _____
No. of Bilge pumps one Diameter of ditto 2" Stroke 8 1/2" Can one be overhauled while the other is at work _____
No. of Donkey Engines _____ Sizes of Pumps _____ No. and size of Suctions connected to both Bilge and Donkey pumps
In Engine Room _____ In Holds, &c. _____

No. of Bilge Injections _____ sizes _____ Connected to condenser, or to circulating pump _____ Is a separate Donkey Suction fitted in Engine room & size _____
Are all the bilge suction pipes fitted with roses _____ Are the roses in Engine room always accessible _____ Are the sluices on Engine room bulkheads always accessible _____
Are all connections with the sea direct on the skin of the ship _____ Are they Valves or Cocks _____
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates _____ Are the Discharge Pipes 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 are carried through the bunkers _____ How are they protected _____
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times _____
Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges _____
Is the Screw Shaft Tunnel watertight _____ Is it fitted with a watertight door _____ worked from _____

BOILERS, &c.—(Letter for record _____) Manufacturers of Steel _____

Total Heating Surface of Boilers _____ Is Forced Draft fitted _____ No. and Description of Boilers _____
Working Pressure 137 lbs Tested by hydraulic pressure to _____ Date of test _____ No. of Certificate _____
Can each boiler be worked separately _____ Area of fire grate in each boiler _____ No. and Description of Safety Valves to
each boiler _____ Area of each valve _____ Pressure to which they are adjusted _____ Are they fitted with easing gear _____
Smallest distance between boilers or uptakes and bunkers or woodwork _____ Mean dia. of boilers _____ Length _____ Material of shell plates _____
Thickness _____ Range of tensile strength _____ Are the shell plates welded or flanged _____ Descrip. of riveting: cir. seams _____
long. seams _____ Diameter of rivet holes in long. seams _____ Pitch of rivets _____ Lap of plates or width of butt straps _____
Per centages of strength of longitudinal joint _____ rivets _____ Working pressure of shell by rules _____ Size of manhole in shell _____
Size of compensating ring _____ No. and Description of Furnaces in each boiler _____ Material _____ Outside diameter _____
Length of plain part top _____ Thickness of plates crown _____ Description of longitudinal joint _____ No. of strengthening rings _____
Working pressure of furnace by the rules _____ Combustion chamber plates: Material _____ Thickness: Sides _____ Back _____ Top _____ Bottom _____
Pitch of stays to ditto: Sides _____ Back _____ Top _____ If stays are fitted with nuts or riveted heads _____ Working pressure by rules _____
Material of stays _____ Area at smallest part _____ Area supported by each stay _____ Working pressure by rules _____ End plates in steam space: _____
Material _____ Thickness _____ Pitch of stays _____ How are stays secured _____ Working pressure by rules _____ Material of stays _____
Area at smallest part _____ Area supported by each stay _____ Working pressure by rules _____ Material of Front plates at bottom _____
Thickness _____ Material of Lower back plate _____ Thickness _____ Greatest pitch of stays _____ Working pressure of plate by rules _____
Diameter of tubes _____ Pitch of tubes _____ Material of tube plates _____ Thickness: Front _____ Back _____ Mean pitch of stays _____
Pitch across wide water spaces _____ Working pressures by rules _____ Girders to Chamber tops: Material _____ Depth and
thickness of girder at centre _____ Length as per rule _____ Distance apart _____ Number and pitch of stays in each _____
Working pressure by rules _____ Steam dome: description of joint to shell _____ % of strength of joint _____
Diameter _____ Thickness of shell plates _____ Material _____ Description of longitudinal joint _____ Diam. of rivet holes _____
Pitch of rivets _____ Working pressure of shell by rules _____ Crown plates _____ Thickness _____ How stayed _____

SUPERHEATER. Type _____ Date of Approval of Plan _____ Tested by Hydraulic Pressure to _____
Date of Test _____ Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler _____
Water of Safety Valve _____ Pressure to which each is adjusted _____ Is Easing Gear fitted _____

011713-011274-0030

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

PLENTY & SON, LIMITED.

E. V. Plente

Manufacturer.

Dates of Survey while building { During progress of work in shops - - } 1914: - Apr 21. June 8. July 21. (1918) Jan 14.
{ During erection on board vessel - - - }
Total No. of visits 5.

Is the approved plan of main boiler forwarded herewith

" " " donkey " " "

Dates of Examination of principal parts—Cylinders 21.4.14 Slides 21.7.14 Covers 21.7.14 Pistons 21.7.14 Rods 21.7.14

Connecting rods 21.4.14 Crank shaft 21.4.14 Thrust shaft Tunnel shafts Screw shaft 21.7.14 Propeller 8.6.14

Stern tube 21.7.14 Steam pipes tested Engine and boiler seatings Engines holding down bolts

Completion of pumping arrangements Boilers fixed Engines tried under steam

Completion of fitting sea connections Stern tube Screw shaft and propeller

Main boiler safety valves adjusted Thickness of adjusting washers

Material of Crank shaft Steel Identification Mark on Do. N° 3674 Material of Thrust shaft Identification Mark on Do.

Material of Tunnel shafts Identification Marks on Do. Material of Screw shaft Steel Identification Marks on Do. N° 854

Material of Steam Pipes Test pressure

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 Section 49 of the Rules 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. Engines constructed under survey)

Material tested, workmanship good.

Engines originally constructed to order of M. Martinolich of Lussompiccolo Austria, now stated sold to the James Dredger Co of Southampton - not assigned & any steel shafting not examined.

Certificate (if required) to be sent to

The amount of Entry Fee ... £ 1 : 0 : 0 When applied for, 15 FEB 1918
Special 2/3 fee ... £ 5 : 6 : 8
Donkey Boiler Fee ... £ : : : When received, 19.4.1918
Travelling Expenses (if any) £ 2 : 0 : 0

Committee's Minute

FRI. 27 AUG 1926

Assigned

See Rot. 48 apt. No 15497

Thomas Blackie

Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 7 SEP 1926



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