

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report July 2nd 1949 When handed in at Local Office July 2nd 1949 Port of NEWPORT, Mon. Received at London Office 12 JUL 1949

No. in Survey held at NEWPORT, Mon. Date, First Survey 20th. July 1948 Last Survey 21st. April 1949

Reg. Book 96383 on the S.S. "VERGRAY" (Ex "Empire Garry") (Number of Visits 59) Tons { Gross 8551 Net 5219

Built at Wesermunde-G. By whom built Deutsche-Schiff and Maschinenbau A/G. Yard No. - When built 1928

Engines made at Wesermunde-G. By whom made J.C. Tecklenborg A.G. Engine No. - When made 1928

Boilers made at -do- By whom made -do- Boiler No. - When made 1928

Registered Horse Power - Owners Vergocean S.S.Co.Ld. Port belonging to London

~~Net Horse Power as per Rule~~ MN. 850 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended -

ENGINES, &c.—Description of Engines Triple Expanding Surface condensing (Exhaust Stm. L.P. Turbine) Revs. per minute 72

Dia. of Cylinders 34x52x86 Length of Stroke 55 1/2" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals 17.913" Crank pin dia. 18.307" Crank webs 31" Thickness parallel to axis 11.41"

Intermediate Shafts, diameter 16.93" Thrust shaft, diameter at collars 24.4"

Tube Shafts, diameter - Screw Shaft, diameter 18.42" Is the tube shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes 906" Thickness between bushes 807" 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 -

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 - Is an approved Oil Gland or other appliance fitted at the after end of the tube at No If so, state type -

Propeller, dia. 20'-4" Pitch 19'-8 1/2" No. of Blades 4 Material G.M. whether Moveable Yes Total Developed Surface 128.95 sq. feet

Feed Pumps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -

Bilge Pumps worked from the Main Engines, No. 3 Diameter 4.5 & 6.75 Stroke 1'-6 7/8" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size 2 - 13 1/2" x 10" x 24" Weirs Pumps connected to the { No. and size 2 - 10 1/2" x 14" x 24" & 10" x 7" x 12"

How driven Steam Main Bilge Line How driven Steam

Ballast Pumps, No. and size 1 - 10 1/2" x 14" x 24" Lubricating Oil Pumps, including Spare Pump, No. and size 2 (Gear Type) 45 c. metres per hour

Are two independent means arranged for circulating water through the Oil Cooler Yes (M. circ. & sanitary)

Bilge Pumps:—In Engine and Boiler Room 4 @ 4 1/2" in E.R. 2 @ 4 1/2" in B.R. 2 @ 4 1/2" in tunnel & 1 @ 4 1/2" in tunnel well.

In Pump Room - In Holds, &c. No. 1, 2 @ 4 1/2". No. 2, 2 @ 4 1/2". No. 3, 2 @ 4 1/2".

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 12 1/2" dia. Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size 1 @ 4 1/2" dia. E.R.

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 Valves and cocks

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 Below

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 None 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 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 - Is it fitted with a watertight door Yes worked from E.Rm. Top Plat.

MAIN BOILERS, &c.—(Letter for record -) Total Heating Surface of Boilers 12,660 sq.ft. + 5850 = 18,510

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

No. and Description of Boilers 5 - Marine Type Multitubular Working Pressure 206 lbs. per sq. inch

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No 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 Yes Main Boilers 22/12/48 Auxiliary Boilers - Donkey Boilers -

(If not state date of approval)

Superheaters 22/12/48 General Pumping Arrangements 22/12/48 Oil fuel Burning Piping Arrangements 31/1/49

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied Spare propeller, crank pin brasses and bolts, crosshead brasses and bolts, 3 sets metallic packing for M.E. 1 set coupling bolts, 1 set thrust block pads, 1 set of valves, steam and liquid end rings for all pumps, 1 set of independent air pump valves, 3 sets of check, and two main and aux. stop valves, circ. pump, impeller shaft, rings and springs for all pistons. Spare part for new oil fuel unit, and spare burners and various sized nozzles. Boiler tube stoppers, boiler tubes and superheater elements. Studs, bolts and nuts. Steel bars and plates, and spanners, tools, etc.

The foregoing is a correct description.

Manufacturer.



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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 18.1.49 & 1.2.49. & Pistons Slides 18.1.49 & 1.2.49. Covers 18.1.49 & 14.3.49.

Pistons 23.12.48, 18.1.49, 14.3.49. Piston Rods 14.3.49 (finally) Connecting rods 1.2.49.

Crank shaft 7th. & 18th. 2.49. Thrust shaft 18.2.49. Intermediate shafts 1.3.49.

Tube shaft - Screw shaft Not Examined. Propeller 7.1.49.

Stern tube - Engine and boiler seatings 7.2.49. Engines holding down bolts 7th/18th. 2.49.

Completion of fitting sea connections -

Completion of pumping arrangements 19.4.49. Boilers fixed - Engines tried under steam 18 & 19.4.49.

Main boiler safety valves adjusted 18.4.49. Thickness of adjusting washers F. Port F. Stbd. A. Port A. Centre A. S

Crank shaft material M. Steel Identification Mark - Thrust shaft material O.H. Steel Identification Mark -

Intermediate shafts, material M. Steel Identification Marks - Tube shaft, material - Identification Mark -

Screw shaft, material O.H. Steel Identification Mark - Steam Pipes, material Steel Test pressure 420 lbs. per sq. inch Date of Test 16.3.49 4.4.49.

Is an installation fitted for burning oil fuel Yes (now) 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 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 No If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel as now seen has been originally constructed to Germanischer Lloyd Classification requirements. The main and auxiliary machinery has been opened up for examination, recommendations for renewals and repairs effected, and steaming trials were found satisfactory. The machinery is in my opinion, such as could be accepted for Classification by the Committee with record of M.S. 4,49.

This vessel has been converted from coal to oil burning - plans have been submitted, approved, and the material and workmanship found satisfactory; the Society's Rules have been complied with, and record of "Fitted for oil fuel 4,49 F.P. above 150°F" can in my opinion be assigned in this case

1.

2.

3.

The amount of Entry Fee L.M.C. £ 64 : 0 : When applied for, 11.4.1949

Special ... £ ✓ : ✓ : When received, 19.

Donkey Boiler Fee ... £ ✓ : ✓ :

Travelling Expenses (if any) £ ✓ : ✓ :

J. L. Smith.
Engineer Surveyor to Lloyd's Register of Shipping.

Date

Committee's Minute

FRI. 14 OCT 1949