

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 30 NOV 1949

Date of writing Report 26/11/49 19 When handed in at Local Office 28-11-1949 Port of ANTWERP
 No. in Survey held at GHEENT Date, First Survey 1st August Last Survey 3rd November 1949
 Reg. Book 5468 on the 9/11 TAYMOUTH (G.T.D. 110") (Number of Visits 6)
 Tons Gross 54 Net
 Built at THORNE By whom built RICHARD JONSTON LTD Yard No. When built 1944-11
 Engines made at W. HARTAERD By whom made CENTRAL MAR. ENG. WKS. Engine No. When made 1944-
 Boilers made at DUNDEE By whom made CAMERON S & E B LTD Boiler No. When made 1944-
 Registered Horse Power Owners TAYMOUTH (WEST AFRICA) LTD Port belonging to LONDON.
 Nom. Horse Power as per Rule 40.2 MN Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted NO.
 Trade for which vessel is intended

ENGINES, &c.—Description of Engines COMPOUND EXPANSION STEAM RECIPROCATING Revs. per minute —
 Dia. of Cylinders 2 1/2" x 26" Length of Stroke 18" No. of Cylinders 2 No. of Cranks 2
 Crank shaft, dia. of journals as per Rule 5 3/8" Crank pin dia. 5 3/8" Mid. length breadth 2 1/8" Thickness parallel to axis —
 as fitted 5 3/8" Crank webs shrunk Mid. length thickness 3 1/4" Thickness around eye-hole —
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted 5 3/8" as fitted 5 3/8"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube screw shaft fitted with a continuous liner NO.
 as fitted — as fitted 6" 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 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 YES If so, state type NEWARK Length of Bearing in Stern Bush next to and supporting propeller 20 in.
 Propeller, dia. 5'3" Pitch 7'0" No. of Blades 4 Material C.I. whether Moveable NO Total Developed Surface 11 sq. feet
 Feed Pumps worked from the Main Engines, No. ONE Diameter 2" Stroke 6" Can one be overhauled while the other is at work —
 Bilge Pumps worked from the Main Engines, No. ONE Diameter 3" Stroke 6" Can one be overhauled while the other is at work —
 Feed Pumps No. and size ONE DUPLEX 5'6" x 3'6" x 6" Pumps connected to the Main Bilge Line No. and size ONE 6" x 4 1/4" x 6"
 How driven STEAM How driven STEAM + 1 M.E. Tank
 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 ONE 2 1/2" In Pump Room In Holds, &c. ONE 2" FORWARD COMPARTMENT—ONE 2" AFTER COMPARTMENT.

Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE 3" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
 No. and size ONE 2 1/2" 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 STEEL BOXES Are they fitted with Valves or Cocks YES + 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 ABOVE
 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 YES Is it fitted with a watertight door NO worked from —

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 706 sq. ft.
 Which Boilers are fitted with Forced Draft NONE Which Boilers are fitted with Superheaters NONE
 No. and Description of Boilers ONE SINGLE ENDED MULTITUBULAR Working Pressure 140 LB/SQ. IN.
 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 7/11/47 Main Boilers — Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)

Superheaters — General Pumping Arrangements 12/10/46 Oil fuel Burning Piping Arrangements —

SPARE GEAR.

Has the spare gear required by the Rules been supplied. Stated by the Repairer to have been supplied. But no opportunity
 State the principal additional spare gear supplied given to supply 22 spares in hand.

No rule books for "River & Harbour Service"

The foregoing is a correct description.

Manufacturer.



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 01646-01656-0387
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During progress of work in shops - - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers
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 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. *These engines, were built to the requirements of the British Admiralty & British Corporation. The engines & auxiliary machinery, pumps etc. has been opened up and examined. The material and workmanship found of good standard. The machinery is eligible, in my opinion, to be given the mark of 11/49 in the Register Book.*

The amount of Entry Fee ... £ : : When applied for,
Special ... £ *see Rpt 9* : : 10
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 10

Date *FRI. 13 JAN 1950*

Committee's Minute

W. J. Harrison
Engineer Surveyor to Lloyd's Register of Shipping.



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