

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

15 APR 1948

Date of writing Report 19 When handed in at Local Office 12th April 1948 Port of Sunderland
 No. in Survey held at SUNDERLAND. Date, First Survey 22nd September 1947 Last Survey 6th April 1948
 Reg. Book 9/s "COLEFORD". (Number of Visits 54)
 on the Tons { Gross 2852
 Net 1590
 Built at SUNDERLAND. By whom built S.P. AUSTIN & SON LTD. Yard No. 392. When built 1948.
 Engines made at SUNDERLAND. By whom made N.E. MARINE ENG. CO. LD. Engine No. 4168. When made 1948.
 Boilers made at SUNDERLAND. By whom made N.E. MARINE ENG. CO. LD. Boiler No. 4168. When made 1948.
 Registered Horse Power Owners *Easton & Colliers Ltd* Port belonging to *London*
 Nom. Horse Power as per Rule *M.N. 316*. Is Refrigerating Machinery fitted for cargo purposes NO. Is Electric Light fitted YES.
 Trade for which vessel is intended OPEN SEA.

ENGINES, &c.—Description of Engines TRIPLE EXPANSION RECIPROCATING. Revs. per minute
 Dia. of Cylinders 18½ 29 52. Length of Stroke 39. No. of Cylinders 3. No. of Cranks 3.
 Crank shaft, dia. of journals as per Rule 10.805. Crank pin dia. 11¼. Mid. length breadth 19½. Thickness parallel to axis 6⅞.
 as fitted 11¼. Crank webs shrunk Mid. length thickness 6⅞. Thickness around eye-hole 5⅞.
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule 10.805.
 as fitted 11¼. 10⅞ at COUPLERS.
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 11.56. Is the screw shaft fitted with a continuous liner YES.
 as fitted 12. 11¼ at COUPLERS.
 Bronze Liners, thickness in way of bushes as per Rule 20.8/32. Thickness between bushes as per Rule 15.6/32. Is the after end of the liner made watertight in the propeller boss YES.
 as fitted 22/32. as fitted 20/32.
 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 GOOD FIT.
 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 Length of Bearing in Stern Bush next to and supporting propeller 4'-0".
 Propeller, dia. 15'-3". Pitch 14'-7¼. No. of Blades 4. Material C.I. whether Moveable NO. Total Developed Surface 82. sq. feet
 Feed Pumps worked from the Main Engines, No. 2. Diameter 3¼. Stroke 21. Can one be overhauled while the other is at work YES.
 Bilge Pumps worked from the Main Engines, No. 2. Diameter 3¼. Stroke 21. Can one be overhauled while the other is at work YES.
 Feed Pumps { No. and size Pumps connected to the Main Bilge Line { No. and size ONE - 10½ x 12 x 24. ONE - 6 x 8½ x 13.
 { How driven How driven STEAM. STEAM.
 Ballast Pumps, No. and size ONE - 10½ x 12 x 24. 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 FOR? 1 @ 3". AFT 1 @ 3".
 In Pump Room In Holds, &c. NO. 1. 2 @ 2½. NO. 2. 2 @ 2½. NO. 3. 4. 2 @ 3½.

Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE. 6". Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges.
 No. and size ONE. 4". ONE 3" PORTABLE. 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 BOTH.
 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 BOTH.
 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 NONE. Is it fitted with a watertight door worked from.

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 3664 sq. ft. SUPERHEATERS 1340 sq. ft.
 Which Boilers are fitted with Forced Draft YES. Which Boilers are fitted with Superheaters MAIN.
 No. and Description of Boilers TWO:— SINGLE-ENDED MULTITUBULAR Working Pressure 220 LBS/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 10.7.47 Main Boilers 2.4.47 Auxiliary Boilers. Donkey Boilers.
 (If not state date of approval)

Superheaters General Pumping Arrangements 13. 10. 47. Oil fuel Burning Piping Arrangements.
 SPARE GEAR.

Has the spare gear required by the Rules been supplied YES.
 State the principal additional spare gear supplied.

The foregoing is a correct description.

AGENT MANAGER.

Manufacturer.



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011737-011746-0198

Dates of Survey while building
During progress of work in shops - - 1947 Sep 22, 29 Oct 15, 20, 22, 23, 24, 27, 28 Nov 17, 18, 21, 24, 26, 27, 28 Dec 2, 3, 4, 5, 8, 9, 10, 11, 14, 19, 24
1948 Jan 5, 7, 8, 13, 14, 15, 16, 21, 23, 28, 29 Feb 9, 10, 13, 14, 20, 23 Mar 4, 10, 11, 15, 16, 17, 18, 19, 24 Apr 6
During erection on board vessel - - -
Total No. of visits 54

Dates of Examination of principal parts—Cylinders 17. 11. 47. Slides 17. 11. 47. Covers 17. 11. 47.
Pistons 17. 11. 47. Piston Rods 16. 7. 47. Connecting rods 1. 10. 47.
Crank shaft 21. 11. 47. Thrust shaft 24. 11. 47. Intermediate shafts ✓.
Tube shaft ✓ Screw shaft 24. 11. 47. Propeller 16. 12. 47.
Stern tube 3. 12. 47. Engine and boiler seatings 20. 2. 48. Engines holding down bolts 4. 3. 48.
Completion of fitting sea connections 9. 12. 47.
Completion of pumping arrangements 6. 4. 48. Boilers fixed 25. 2. 48. Engines tried under steam 24. 3. 48.
Main boiler safety valves adjusted 24. 3. 48. Thickness of adjusting washers. PV $\frac{15}{32}$ SV $\frac{7}{16}$ Superheat $\frac{1}{4}$: PV $\frac{13}{32}$ SV $\frac{7}{16}$ Superheat $\frac{1}{4}$
Crank shaft material O.H. STEEL. Identification Mark SINGLE LBN 152. Thrust shaft material O.H. STEEL. Identification Mark LBN 156.
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material O.H. STEEL. Identification Mark LBN 157. Steam Pipes, material O.H. STEEL. Test pressure 660 LBS. Date of Test 14. 1. 48
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. ✓ 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 has been constructed under Special Survey in accordance with the approved plans, Secretary's letter and the Requirements of the Rules.

The workmanship and materials are good

The machinery has been efficiently fitted on board the vessel and tried under working conditions, and found satisfactory and is eligible in our opinion for the Record of:-

LMC 4.48 TS (CL) ; SPT ; FD

The amount of Entry Fee ... £ : : When applied for,
Special ... £ 88 : 4 : 0 APR 14 1948
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19

Date

FRI. 7 MAY 1948

Committee's Minute

+ LMC 4.48

F.D. O.L.

253 22016. Spt.

A. E. Munro & J. Grieve
Engineer Surveyor to Lloyd's Register of Shipping.



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