

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

23 OCT 1933

Date of writing Report 19/10/1933 When handed in at Local Office 19/10/1933 Port of Leith  
 No. in Survey held at Burntisland Date, First Survey 7/8/33 Last Survey 18/10/1933  
 Reg. Book. on the S/S "FRANCIS FLADGATE" (Number of Visits 7) Tons Gross 2268  
Net 1280  
 Built at Burntisland By whom built Burntisland SBC & L Yard No. 175 When built 1933  
 Engines made at Glasgow By whom made D Roaran & Co Engine No. 956 When made 1933  
 Boilers made at — By whom made — Boiler No. 956 When made 1933  
 Indicated Horse Power — Owners London Power Co Ltd Port belonging to London  
 Horse Power as per Rule 218 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 For which Vessel is intended Collier

## ENGINES, &amp;c.—Description of Engines

Revs. per minute  
 No. of Cylinders  
 Length of Stroke  
 No. of Cranks  
 of Cylinders  
 as per Rule  
 Length of Stroke  
 No. of Cranks  
 of Cylinders  
 as fitted  
 Crank pin dia.  
 Crank webs  
 Mid. length breadth  
 Thickness parallel to axis  
 as per Rule  
 Thrust shaft, diameter at collars  
 as fitted  
 as per Rule  
 Screw Shaft, diameter  
 as fitted  
 as per Rule  
 Shaft, diameter  
 as fitted  
 as per Rule  
 Thickness of bush  
 as fitted  
 as per Rule  
 Thickness of bush  
 as fitted  
 Is the after end of the liner made watertight in the  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner  
 Is an approved Oil Gland or other appliance fitted at the after end of the tube  
 Length of Bearing in Stern Bush next to and supporting propeller  
 Pitch  
 No. of Blades  
 Material  
 whether Movable  
 Total Developed Surface  
 sq. feet  
 Pumps worked from the Main Engines, No.  
 Diameter  
 Stroke  
 Can one be overhauled while the other is at work  
 Pumps worked from the Main Engines, No.  
 Diameter  
 Stroke  
 Can one be overhauled while the other is at work  
 No. and size  
 How driven  
 Main Bilge Line  
 How driven  
 Lubricating Oil Pumps, including Spare Pump, No. and size  
 Independent means arranged for circulating water through the Oil Cooler  
 Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Pumps:—In Engine and Boiler Room  
 In Holds, &c.

Water Circulating Pump Direct Bilge Suctions, 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  
 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 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  
 Pipes pass through the bunkers  
 How are they protected  
 Pipes pass through the deep tanks  
 Have they been tested as per Rule  
 All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times  
 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  
 Is the Shaft Tunnel worked from

## MAIN BOILERS, &amp;c.—(Letter for record)

Preceded Draft fitted  
 No. and Description of Boilers  
 Working Pressure

## A REPORT ON MAIN BOILERS NOW FORWARDED?

A DONKEY BOILER FITTED?  
 If so, is a report now forwarded?

donkey boiler intended to be used for domestic purposes only

ANS. Are approved plans forwarded herewith for Shafting  
 Main Boilers  
 Auxiliary Boilers  
 Donkey Boilers

Heaters  
 General Pumping Arrangements  
 Oil fuel Burning Piping Arrangements

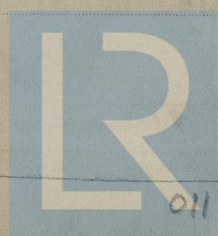
## SPARE GEAR.

The spare gear required by the Rules been supplied

the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register

011777-011790-0365



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

Aug 7<sup>th</sup>, 21<sup>st</sup> Sept 15<sup>th</sup>, 26<sup>th</sup> Oct; 6<sup>th</sup>, 12<sup>th</sup> 18<sup>th</sup>

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 21/8/33 Engine and boiler seatings 7/8/33 Engines holding down bolts 6/10/33  
Completion of fitting sea connections 15/9/33  
Completion of pumping arrangements 6/10/33 Boilers fixed 6/10/33 Engines tried under steam 18/10/33  
Main boiler safety valves adjusted 6/10/33 Thickness of adjusting washers P  $\frac{3}{8}$  S  $\frac{3}{8}$  P  $\frac{11}{32}$  S  $\frac{11}{32}$   
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 SD Steel Test pressure 600 lbs Date of Test 28/9/33  
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 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 ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery has been efficiently fitted on board, the materials & workmanship being sound & good. On completion all safety valves were adjusted under steam & the Main & Auxiliary machinery were tried under working condition & found satisfactory. This machinery in my opinion is in safe working condition & eligible to be classed in the Register Book, with the notation of \*LMC 10-33 & TS (L) 10-33.

The amount of Entry Fee ... £  
Special ... £  
Donkey Boiler Fee ... £  
Travelling Expenses (if any) £ 1 : 2 : 0 28.10.33

Chas R Rouchiffe  
Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 26 JUN 1934

Committee's Minute TUE. 31 OCT 1933

Assigned

+ Lmb 10.33

CERTIFICATE WRITTEN