

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 2 JUN 1950

Date of writing Report 16th May 1950. When handed-in at Local Office 26th May 1950. Port of MIDDLESBROUGH.  
 No. in Survey held at MIDDLESBROUGH. Date, First Survey 5th October 1949 Last Survey 8th May, 1950.  
 Reg. Book (Number of Visits 60) Gross 440. Net 152.  
 on the s/v "SOUTHERN GAMBLER".  
 Built at South Bank. By whom built Messrs. Smith's Dock Co. Ltd. Yard No. 1198. When built 1950  
 Engines made at South Bank. By whom made Smith's Dock Co. Ltd. Engine No. 664. When made 1950  
 Boilers made at Hartlepool. By whom made Richardsons Westgarth & Co., Ltd. Boiler No. D.611. When made 1950.  
 Registered Horse Power Max. 2300. Owners. The South Georgia Co. Ltd. Port belonging to Leith.  
 Nom. Horse Power as per Rule 332. Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.  
 Trade for which vessel is intended Whaling Purposes.

ENGINES, &c. Description of Engines Fredrikstad Steam Reciprocating Double Compound. Revs. per minute 128/9 Service 128/9  
 Dia. of Cylinders 370mm & 870 mm. Length of Stroke 825 mm No. of Cylinders 4 No. of Cranks 4  
 Crank shaft, dia. of journals as per Rule 10.44" as fitted 275 mm Crank pin dia. 278mm. Crank webs Mid. length breadth 173mm shrunk Thickness parallel to axis 173m/m  
 Intermediate Shafts, diameter as per Rule 9.94" as fitted 10" Thrust shaft, diameter at collars as per Rule 10.44" as fitted 275 m/m  
 Tube Shafts, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule 10.88" as fitted 10 7/8" Is the { tube screw } shaft fitted with a continuous liner { Yes  
 Bronze Liners, thickness in way of bushes as per Rule 5/8" as fitted Thickness between bushes as per Rule 9/16" as fitted Is the after end of the liner made watertight in the propeller boss Yes - Rubber Ring. 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 - If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5'0"  
 Propeller, dia. 11'3" Pitch 12'3" No. of Blades 4 Material S.S. whether Moveable No. Total Developed Surface 49.6 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. " Diameter - Stroke - Can one be overhauled while the other is at work -  
 Feed Pumps { No. and size 2-7" x 9 1/2" x 21" Pumps connected to the Main Bilge Line { No. and size 1-6" x 6" x 6" & 1-6" x 4 1/2" x 6" How driven steam driven. steam driven.  
 Ballast Pumps, No. and size None. Lubricating Oil Pumps, including Spare Pump, No. and size None.  
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room 2 4" & 2-2" Suctions.  
 In Pump Room 1-4" Capstan Space, 1-2" Accumulator Holds, &c. 1-4" Capstan Space, 1-2" Accumulator Space. 1-2" Oil Bilge Cofferdam.  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-8" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-4" & 1-2 1/2" B. Ejector. 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 & 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 \* See below. How are they protected Steel tube.  
 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) Total Heating Surface of Boilers 5090 (+552 1/2 sq. ft.)  
 Boilers are fitted with Forced Draft Yes Boilers are fitted with Superheaters Yes  
 No. and Description of Boilers 2-Foster Wheeler "D" Type. Working Pressure 220.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

No.

If so, is a report now forwarded?

Can the donkey boiler be used for domestic purposes only.

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers  
 (If not state date of approval)

Superheaters PLANS RETAINED FOR DUPLICATE SHIPS.  
 General Pumping Arrangements Oil fuel Burning Piping Arrangements.

## SPARE GEAR.

Has the spare gear required by the Rules been supplied. As per Rule Requirements.

State the principal additional spare gear supplied.

\* Port Tube:— O.F. Suctions to Side Tanks. Bilge Suctions to Accumulator Space and Capstan Space. Heating Coil Drains to Observation Tank. F.W. Suction to Forward Tank.

Star Tube:— Steam and Exhaust to Winch and Windlass. Compressed Air. Wash Deck. Conduit Carrying Electric Cables. Heating Coil Steam to Forward Tanks. F.W. to Galley. Steam and Exhaust Pipes for Ventilation Unit.

The foregoing is a correct description.

FOR SMITH'S DOCK CO. LTD.

Manufacturer.

ENGINE WORKS MANAGER

012358-012364-0206

Lloyd's Register Foundation



EIVED  
Rpt. 4.  
DEC 1949  
D.O. RE

Date of writing  
No. in S  
Reg. Book  
Built at  
Engines m  
Boilers m  
Registered  
Nom. Horse  
Trade for u  
ENGINES,  
Dia. of Cyl  
Crank shaft  
Intermediate  
Tube Shafts  
Bronze Lin  
propeller bos  
If the liner o  
If two liners  
at  
Propeller, di  
Feed Pumps  
Bilge Pumps  
Feed { No.  
Pumps } Hou  
Ballast Pum  
Are two ind  
Bilge Pump  
In Pump R  
Main Water  
No. and size  
Are the Bilg  
Are all Sea C  
Are they fixe  
Are they eac  
What Pipes  
What pipes  
Are all Pipes  
Is the arrang  
compartment  
MAIN BOI  
Which Boile  
No. and Des  
IS A RE  
IS A DO  
Can the donk  
PLANS.  
Superheaters.  
Has the spar  
State the prin  
The

Dates of Survey while building  
During progress of work in shops -- 1949. Oct. 5. Nov. 15. 21. 23. 24. 25. 28. 29. 30. Dec. 1. 5. 6. 8. 9. 13. 14. 15. 16. 19. 23. 28. 30.  
1950. Jan. 4. 9. 13. 16. 18. 19. 20. 23. 24. 27. 30. 31. Feb. 1. 2. 6. 7. 8. 9. 10. 14. 16. 21. 22. 27. 28.  
Mar. 2. 7. 14. 15. 22. 28. 29. Apr. 5. 6. 12. 18. 28. May 8.  
During erection on board vessel --  
Total No. of visits 60

Dates of Examination of principal parts -- Cylinders 23.29.11.49 5.9.13.16.12.49  
Pistons 5.12.49 & 20.1.50 Piston Rods 9.12.49 & 20.1.50 Slides 15.12.49 Covers 14.16.28.12.49  
Crank shaft 31.1.50 Thrust shaft 28.3.50 Connecting rods 9.12.49 & 20.1.50  
Tube shaft - Screw shaft 9.15.12.49 Intermediate shafts 28.3.50  
Stern tube 21.11.49 & 6.12.49 Engine and boiler seatings 28.3.50 Propeller 9.15.12.49  
Engines holding down bolts 29.3.50  
Completion of fitting sea connections 19.12.49  
Completion of pumping arrangements 18.4.50 Boilers fixed 28.3.50 Engines tried under steam 18.4.50 & 28.4.50  
Main boiler safety valves adjusted 18.4.50 Thickness of adjusting washers Port Boiler M.15/32" Sup. P.7/16" S.  
Starb. " M.31/64" Sup. P.25/64" S.  
Crank shaft material Steel Identification Mark B.C. 472 G.H. 11.11.49. Thrust shaft material steel Identification Mark B.C. 559 G.H. 2.12.49.  
Intermediate shafts, material Steel Identification Mark B.C. 558 G.H. 2.12.49. Tube shaft, material - Identification Mark -  
Working Spare. steel Identification Mark B.C. 556 G.H. 2.12.49. Steam Pipes, material steel. Test pressure 660 Date of Test 9.16.20.1.50  
Is an installation fitted for burning oil fuel Yes. 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 Yes. If so, state name of vessel s/w "ODD XL" (E.W.1193).

General Remarks (State quality of workmanship, opinions as to class, &c. The engines and boilers of this vessel were built under special survey and the materials and workmanship are good. After securing in place on board, the engines and boilers were tried under normal working conditions alongside and at sea, and found satisfactory.  
The safety valves of all boilers were adjusted to 220 lbs per square inch.  
The machinery of this vessel is now in good and efficient condition and eligible in my opinion to have record of M.B.S. 5,50 and notation T.S.(CL), 5,50, fitted for burning oil fuel (flash point above 150° F) fitted F.D. 5,50.

Working propeller - B.C. 1161 Lloyd's 19407 22.9.49.  
Spare " - B.C. 1235 Lloyd's 19859 17.11.49.

The amount of Entry Fee ... £ : : When applied for, 21.6.19.50  
Special ... £ 42 : 6/- : When received,  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : : 10

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute ...  
Assigned MBS\* 550  
Fitted for oil fuel. F.D. C.L. 2 WTB 220lb Sph.

