

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

28 JUL 1943

Date of writing Report 5.7.43 19 When handed in at Local Office 19 Port of LIVERPOOL
No. in Survey held at NORTHWICH Date, First Survey Dec 19th 1941 Last Survey July 2nd 1943
Reg. Book (Number of Visits 40)
on the ss. "C. 614" Tons { Gross 346
Net 140
Built at Northwich By whom built W. J. Yarwood & Sons Yard No. 713 When built 1943
Engines made at Northwich By whom made do Engine No. 209 When made 1943
Boilers made at Birkenhead By whom made Cammell Laird & Co Boiler No. 2242 When made 1943
Registered Horse Power Owners Admiralty (Naval Stores Dept) Port belonging to
Nom. Horse Power as per Rule 59 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which vessel is intended Admiralty Coaling Lighter

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 385 I.H.P. 180
Dia. of Cylinders $10\frac{1}{2} \times 17\frac{1}{2} \times 29$ " Length of Stroke 19" No. of Cylinders 3 No. of Cranks 3
Crank shaft, dia. of journals as per Rule $5\frac{3}{4}$ " Crank pin dia. $5\frac{3}{4}$ " Crank webs Mid. length breadth Thickness parallel to axis $3\frac{1}{2}$ "
as fitted $5\frac{3}{4}$ " Mid. length thickness shrunk Thickness around eye-hole $2\frac{9}{16}$ "
Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule $5\frac{3}{4}$ "
as fitted Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule $6\frac{1}{4}$ " Is the {tube screw} shaft fitted with a continuous liner {No
as fitted Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
as fitted 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 Yarwood Length of Bearing in Stern Bush next to and supporting propeller $2\frac{1}{2}$ "
Propeller, dia. $7'-0"$ Pitch $6'-9"$ No. of Blades 4 Material CI whether Moveable Yes Total Developed Surface 18 sq. feet
Feed Pumps worked from the Main Engines, No. 1 Diameter $2"$ Stroke $9\frac{1}{2}"$ Can one be overhauled while the other is at work
Bilge Pumps worked from the Main Engines, No. 1 Diameter $2"$ Stroke $9\frac{1}{2}"$ Can one be overhauled while the other is at work
Feed { No. and size $1-2 \times 9\frac{1}{2}"$ $1-6 \times 4 \times 12$ Pumps connected to the { No. and size $1-2 \times 9\frac{1}{2}"$ $1-5 \times 5\frac{1}{2} \times 6$ (G.S.) $1-6 \times 4 \times 12$ (Feed
Pumps { How driven M. Eng. Steam Main Bilge Line { How driven ME. Steam Steam (with lockable valve)
Ballast Pumps, No. and size $1-5 \times 5\frac{1}{2} \times 6$ (G.S.) Lubricating Oil Pumps, including Spare Pump, No. and size
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 $2-2"$ In Pump Room In Holds, &c. $2-2"$ (Fore hold) and $2-2"$ (aft hold)

Main Water Circulating Pump Direct Bilge Suctions, No. and size $1-3\frac{1}{2}"$ Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size $1-2\frac{1}{2}"$ Are all the Bilge Suction Pipes in holds and tanks 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 On Kingston 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 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 How are they protected
What pipes pass through the deep tanks 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 worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1105 sq. ft.
Which Boilers are fitted with Forced Draft None Which Boilers are fitted with Superheaters
No. and Description of Boilers 1 SB Working Pressure 200 lb./sq. inch
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Liv. Rpt 119126
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 31.5.43 Main Boilers approved Auxiliary Boilers Donkey Boilers
(If not state date of approval)
Superheaters General Pumping Arrangements 6.7.42 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.

Allen Yarwood

Manufacturer.

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Lloyd's Register
Foundation

1941 1942
 Dec 19. Jan 26. Mar 20. June 12. July 14. 22. 29. Aug 12. Oct 16. 20. Nov 3. 11. 13. 20. Dec 4. 16. 29.
 1943
 Jan 12. 19. 26. Feb 2. 9. 12. 17. 24. Mar 4. 10. 16. 24. 30. Apr 13. 20. 28. May 5. 12. June 8. 15. 23. 24. July 2.
 H. J. W. H. T. R. C. H.
 + 10. 5. 22
 Dates of Survey while building
 During progress of work in shops - - -
 During erection on board vessel - - -
 Total No. of visits 40
 Dates of Examination of principal parts - Cylinders 13. 11. 42 Slides 4. 12. 42 Covers 4. 12. 42
 Pistons 2. 2. 43 Piston Rods 20. 3. 42 Connecting rods 20. 3. 42
 Crank shaft 19. 1. 43 Thrust shaft 2. 2. 43 Intermediate shafts
 Tube shaft ✓ Screw shaft 24. 2. 43 Propeller 24. 2. 43
 Stern tube 17. 2. 43 Engine and boiler seatings 12. 2. 43 Engines holding down bolts 16. 3. 43
 Completion of fitting sea connections 17. 2. 43
 Completion of pumping arrangements 8. 6. 43 Boilers fired 10. 3. 43 Engines tried under steam 24. 6. 43
 Main boiler safety valves adjusted 24. 6. 43 Thickness of adjusting washers Port 13/32" Star 17/32"
 Crank shaft material M.S. Identification Mark 6482 JFC 7. 11. 41 Thrust shaft material M.S. Identification Mark 6485 JFC 13. 1. 41
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material M.S. Identification Mark 6484 JFC 13. 1. 41 Steam Pipes, material Copper Test pressure 400 Date of Test 7. 4. 43 H. J. W. H. T. R. C. H.
 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 Similar to "C. 85" (Yard No. 648)

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery of this vessel has been built under special survey and in accordance with the Society's Rules.

The material & workmanship are good.

After erection in the ship, the machinery together with the boiler and auxiliaries have been placed on board in an efficient manner. The safety valves adjusted under steam and an accumulation test held. The span gear checked.

Upon completion, a basin trial of the machinery at full power was held at Northwich with satisfactory results.

In my opinion the machinery of this vessel is eligible to be classed in the Register Book, with a notation of

+ LMC 7. 43

T.S. (019) +

Certificate to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee	£ 2 : 0 :	When applied for,
Bel. Special	£ 7 : 12 :	23 JUL 1943
Donkey Boiler Fee	£ :	When received,
Travelling Expenses (if any)	£ 5 : 15/6	19

Committee's Minute

Assigned

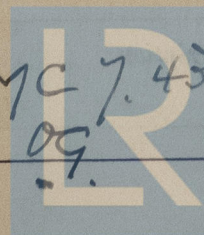
Transmit to London. J.R.

C. Reed

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 6 AUG 1943

+ LMC 7. 43



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