

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 9 Jan 1948 When handed in at Local Office 9 Jan 1948 Port of BARRY.  
 No. in Survey held at BARRY. Date, First Survey 13th Nov 1947 Last Survey 5th Jan 1948  
 Reg. Book 38151 on the Steel screw "Granny Suzanne" ex "Springware" (Number of Visits 19) Tons { Gross 503  
 Built at Selfzijl By whom built Johs. Berg Yard No. - When built 1918  
 Engines made at Selfzijl By whom made Johs. Berg Engine No. - When made 1918  
 Boilers made at Rotterdam By whom made Rotterdamse Droogdok Maatschappij. Boiler No. 264 When made 1931  
 Registered Horse Power 56 Owners A. G. Savliris Ltd Port belonging to London  
 Nom. Horse Power as per Rule 64.11 Is Refrigerating Machinery fitted for cargo purposes no. Is Electric Light fitted no.  
 Trade for which vessel is intended Coasting Services in European Waters, Mediterranean and Black Sea.

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 3  
 Dia. of Cylinders 12 3/4" x 20 3/16" x 32" Length of Stroke 21 5/8" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 6.247 as fitted 6.3125 Crank pin dia. 6.25 Mid. length breadth 12 9/16" Thickness parallel to axis 3 5/16"  
 Crank webs as fitted 3 5/16" Mid. length thickness 3 5/16" shrunk Thickness around eye-hole 3 1/16"  
 Intermediate Shafts, diameter as per Rule 5.95 as fitted 6.00 Thrust shaft, diameter at collars as per Rule 6.25 as fitted 4.00 6 1/4 between collars  
 Tube Shafts, diameter as per Rule none as fitted none Screw Shaft, diameter as per Rule 6.94 as fitted 4.00 Is the tube screw shaft fitted with a continuous liner no.  
 Bronze Liners, thickness in way of bushes as per Rule none as fitted none Thickness between bushes as per Rule - as fitted - 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 Semi bedarvall Length of Bearing in Stern Bush next to and supporting propeller 24"  
 Propeller, dia. 8 1/2" Pitch 10 ft No. of Blades 4 Material cast iron whether Moveable no Total Developed Surface 20 sq. feet  
 Feed Pumps worked from the Main Engines, No. 1 Diameter 2 9/16" Stroke 12" Can one be overhauled while the other is at work ✓  
 Bilge Pumps worked from the Main Engines, No. 1 Diameter 2 9/16" Stroke 12" Can one be overhauled while the other is at work ✓  
 AUX Feed No. and size one 5" x 6" x 4" Pumps connected to the Main Bilge Line { No. and size one 6" x 4" x 6"  
 Pumps How driven Steam - duplex How driven Steam - duplex  
 Ballast Pumps, No. and size one 6" x 4" x 6" Lubricating Oil Pumps, including Spare Pump, No. and size none  
 Are two independent means arranged for circulating water through the Oil Cooler none Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room 2 @ 2 1/4" bore  
 In Pump Room none In Holds, &c. 2 @ 2 1/4" bore

Main Water Circulating Pump Direct Bilge Suctions, No. and size one @ 3 1/4" bore Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size 2 @ 2 1/4" bore 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, but no mud boxes.  
 Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks 3 valves 1 cock  
 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 none Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record none) Total Heating Surface of Boilers 1264 sq. ft.  
 Which Boilers are fitted with Forced Draft none Which Boilers are fitted with Superheaters none  
 No. and Description of Boilers one Multitubular Wet Bottom Working Pressure 140 #/sq"  
 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 yes Main Boilers yes Auxiliary Boilers none Donkey Boilers none  
 (If not state date of approval)  
 Superheaters none General Pumping Arrangements yes Oil fuel Burning Piping Arrangements none

## SPARE GEAR.

Has the spare gear required by the Rules been supplied None.

State the principal additional spare gear supplied on board:—

cast iron propeller, 1 bucket for circulating pump, 1 bucket for Air pump,  
1 Feed pump (or Bilge pump) ram, one set of each, top end bolts & nuts,  
bottom end bolts & nuts, main bearing bolts & nuts; piston rings for  
ballast pump, auxiliary feed pump, steering engine, windlass engine.

The foregoing is a correct description.

Manufacturer.

Dates of Survey while building  
During progress of work in shops - -  
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 5/1/48  
Main boiler safety valves adjusted 2/1/48 Thickness of adjusting washers P 15/32 S 1/2  
Crank shaft material Identification Mark Thrust shaft material Steel Identification Mark 429  
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark  
Screw shaft, material Steel Identification Mark 428 Steam Pipes, material Copper Test pressure 400 H<sub>2</sub>O Date of Test 23.12.44  
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 is an existing installation built under Germ Lloyd survey and latterly classed B.C; it has now been examined for classification as per instructions contained in Secretary's letter "M" 20.10.44. The main and auxiliary machinery now placed in good condition and satisfactorily tried under working conditions. Please see Barry Report No 25743.

Charged on Rpt 9.  
The amount of Entry Fee ... £ : : When applied for, 19  
Special ... £ : : When received, 19  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
Date 20 FEB 1948  
Committee's Minute LMC 1.48 S. N. 1.48 15B 17016.  
B. Moffatt  
Engineer Surveyor to Lloyd's Register of Shipping.

