

REPORT ON MACHINERY.

Sl. No. 34401

Sl. No. 527

Received at London Office 10 JUL 1943

Port of SHEFFIELD

Date of writing Report 5-7-1943 When handed in at Local Office

Date, First Survey 2nd May, 1941 Last Survey 25th June, 1943

No. in Survey held at SHEFFIELD

(Number of Visits 65)

Reg. Book. on the single screw Standard Vessel Type "Y2" and "PF" Engine A.154 M.S.M.

Master - Built at Sunderland By whom built Richardson Westgarth & Co. Ltd. When built 1946

Engines made at CHESTERFIELD By whom made Markham & Co. Ltd., when made 1943

Boilers made at - By whom made - when made -

Registered Horse Power - Owners - Port belonging to -

Nom. Horse Power as per Section 28 445 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted -

ENGINES, &c.—Description of Engines Triple Expansion No. of Cylinders 3 No. of Cranks 3

Dia. of Cylinders 24 1/2" 39" 70" Length of Stroke 48" Revs. per minute - Dia. of Screw shaft as per rule - Material of screw shaft as fitted -

Is the screw shaft fitted with a continuous liner the whole length of the stern tube - Is the after end of the liner made water tight

in the propeller boss - If the liner is in more than one length are the joints burned - 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 - Length of stern bush -

Dia. of Tunnel shaft as per rule - Dia. of Crank shaft journals as per rule 14 1/2" Dia. of Crank pin 14 3/4" Size of Crank webs 9" thk. Dia. of thrust shaft under

collars - Dia. of screw - Pitch of Screw - No. of Blades - State whether moveable - Total surface -

No. of Feed pumps - Diameter of ditto - Stroke - Can one be overhauled while the other is at work -

No. of Bilge pumps 2 Diameter of ditto 4" Stroke 2'3" Can one be overhauled while the other is at work Yes

No. of Donkey Engines - Sizes of Pumps - No. and size of Suctions connected to both Bilge and Donkey pumps

In Engine Room - In Holds, &c.

No. of Bilge Injections sizes - Connected to condenser, or to circulating pump - Is a separate Donkey Suction fitted in Engine room & size

Are all the bilge suction pipes fitted with roses - Are the roses in Engine room always accessible - Are the sluices on Engine room bulkheads always accessible

Are all connections with the sea direct on the skin of the ship - Are they Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates - Are the Discharge Pipes above or below the deep water line

Are they 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

What pipes are carried through the bunkers - How are they protected

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges

Is the Screw Shaft Tunnel watertight - Is it fitted with a watertight door - worked from

BOILERS, &c.—(Letter for record) Manufacturers of Steel

Total Heating Surface of Boilers - Is Forced Draft fitted - No. and Description of Boilers

Working Pressure - Tested by hydraulic pressure to - Date of test - No. of Certificate

Can each boiler be worked separately - Area of fire grate in each boiler - No. and Description of Safety Valves to

each boiler - Area of each valve - Pressure to which they are adjusted - Are they fitted with easing gear

Smallest distance between boilers or uptakes and bunkers or woodwork - Mean dia. of boilers - Length - Material of shell plates

Thickness - Range of tensile strength - Are the shell plates welded or flanged - Descrip. of riveting: cir. seams

long. seams - Diameter of rivet holes in long. seams - Pitch of rivets - Lap of plates or width of butt straps

Per centages of strength of longitudinal joint rivets - Working pressure of shell by rules - Size of manhole in shell

Size of compensating ring - No. and Description of Furnaces in each boiler - Material - Outside diameter

Length of plain part top - Thickness of plates crown - Description of longitudinal joint - No. of strengthening rings

Working pressure of furnace by the rules - Combustion chamber plates: Material - Thickness: Sides - Back - Top - Bottom

Pitch of stays to ditto: Sides - Back - Top - If stays are fitted with nuts or riveted heads - Working pressure by rules

Material of stays - Area at smallest part - Area supported by each stay - Working pressure by rules - End plates in steam space:

Material - Thickness - Pitch of stays - How are stays secured - Working pressure by rules - Material of stays

Area at smallest part - Area supported by each stay - Working pressure by rules - Material of Front plates at bottom

Thickness - Material of Lower back plate - Thickness - Greatest pitch of stays - Working pressure of plate by rules

Diameter of tubes - Pitch of tubes - Material of tube plates - Thickness: Front - Back - Mean pitch of stays

Pitch across wide water spaces - Working pressures by rules - Girders to Chamber tops: Material - Depth and

thickness of girder at centre - Length as per rule - Distance apart - Number and pitch of stays in each

Working pressure by rules - Steam dome: description of joint to shell - % of strength of joint

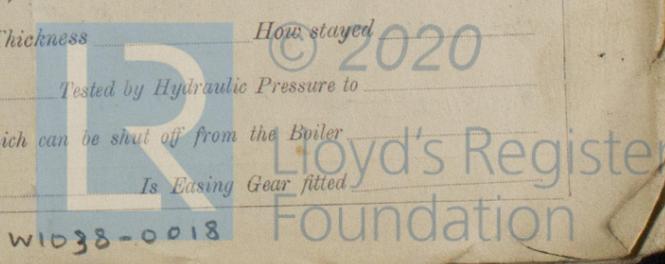
Diameter - Thickness of shell plates - Material - Description of longitudinal joint - Diam. of rivet holes

Pitch of rivets - Working pressure of shell by rules - Crown plates - Thickness - How stayed

SUPERHEATER. Type - Date of Approval of Plan - Tested by Hydraulic Pressure to

Date of Test - Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler

Diameter of Safety Valve - Pressure to which each is adjusted - Is Easing Gear fitted



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AS REPORT MADE BY THE SURVEYOR OF THE MERCHANT SHIP

IS A DONKEY BOILER FITTED? -

If so, is a report now forwarded? -

SPARE GEAR. State the articles supplied:—

- 1 complete bottom end bearing with bolts and nuts
- 1 " top " " " " " " " " "
- 2 main bearing bolts and nuts
- 1 set of rings for H.P. Piston
- 6 cylinder cover studs and nuts
- 6 junk ring studs and nuts
- 1 set of bilge pump valves and seats, suction and discharge
- 1 set of metallic packing for H.P. piston rod (wearing parts)
- 1 set of rings for H.P. Piston valve
- Tools as specified.

The foregoing is a correct description,
FOR MARKHAM & COMPANY LIMITED.

J. Williams
Works Director.

Manufacturer.

Dates of Survey while building { During progress of work in shops - - } 2nd May, 1941 - 25th June, 1943
 { During erection on board vessel - - - } --
 Total No. of visits 65

Is the approved plan of main boiler forwarded herewith -
" " " donkey " " " -

Dates of Examination of principal parts—Cylinders 2.9.42 Slides 11.9.42 Covers 8.9.42 Pistons 8.9.42 Rods 15.4.42

Connecting rods 1.6.42 Crank shaft 31.7.42 Thrust shaft - Tunnel shafts - Screw shaft - Propeller -

Stern tube - Steam pipes tested - Engine and boiler seatings - Engines holding down bolts -

Completion of pumping arrangements - Boilers fixed - Engines tried under steam -

Completion of fitting sea connections - Stern tube - Screw shaft and propeller -

Main boiler safety valves adjusted - Thickness of adjusting washers -

Material of Crank shaft S.M.S. Identification Mark on Do. 5434 Material of Thrust shaft - Identification Mark on Do. -

Material of Tunnel shafts - Identification Marks on Do. - Material of Screw shafts - Identification Marks on Do. -

Material of Steam Pipes - Test pressure -

Is an installation fitted for burning oil fuel - Is the flash point of the oil to be used over 150°F. -

Have the requirements of Section 49 of the Rules been complied with YES

Is this machinery duplicate of a previous case NO *See also.* Sheffield Report 526 of even date

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery described above has been
Constructed under Special Survey and in accordance with the Rules.

The materials and workmanship are good and in my opinion the machinery is eligible for the
Society's class upon being satisfactorily installed and tested under working conditions aboard
a vessel.

Survey confined to engine from after crankshaft coupling.

Coupling bolts not yet supplied
27/11/43

Certificate (if required) 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 ... £	50 : 6	When applied for.
2/3rds Special + 25% ... £	76 : 10	
Donkey Boiler Fee ... £	- : -	When received.
Travelling Expenses (if any) £	9 : 10	

L. G. Kimber
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 1 MAR 1946

Assigned *See F.E. machy. rpt.*

