

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 25<sup>th</sup> May 1949. When handed in at Local Office 30/5/49 19 Port of Newcastle-on-Tyne  
 No. in Survey held at BLYTH Date, First Survey 11/4/49 Last Survey 6/5/49 19 (Number of Visits 4)  
 Reg. Book 19540 on the SS. "WATSON FERRIS"  
 Built at Supina, Ohio By whom built Walter Butler Shipbuilding, Inc. Yard No. When built 1943  
 Engines made at Menominee, Mich. By whom made Pascett Co Engine No. When made 1943  
 Boilers made at ✓ By whom made ✓ Boiler No. When made 1943  
 Registered Horse Power 330 MW. Owners Ministry of Transport Port belonging to London  
 Nom. Horse Power as per Rule 330 MW. Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓  
 Trade for which vessel is intended ✓

**ENGINES, &c.—Description of Engines.**

Dia. of Cylinders ✓ Length of Stroke ✓ No. of Cylinders ✓ No. of Cranks ✓ Revs. per minute ✓

Crank shaft, dia. of journals as per Rule ✓ Crank pin dia. ✓ Mid. length breadth ✓ Thickness parallel to axis ✓  
as fitted ✓ Crank webs ✓ shrunk ✓  
 Intermediate Shafts, diameter as per Rule ✓ Thrust shaft, diameter at collars as per Rule ✓  
as fitted ✓ as fitted ✓

Tube Shafts, diameter as per Rule ✓ Screw Shaft, diameter as per Rule 11.04 ✓ Is the ✓ shaft fitted with a continuous liner ✓  
as fitted ✓ as fitted 11 7/16" ✓ as fitted 446 ✓ as fitted 443 ✓

Bronze Liners, thickness in way of bushes as per Rule .635 ✓ Thickness between bushes as per Rule .446 ✓ Is the after end of the liner made watertight in the propeller boss Yes ✓  
as fitted .452 ✓ as fitted .443 ✓ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner one length ✓  
 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 48 inches ✓

Propeller, dia. 13.5 ✓ Pitch 16.875 ✓ No. of Blades 4 ✓ Material Bronze ✓ whether Moveable no ✓ Total Developed Surface ✓ sq. feet

Feed Pumps worked from the Main Engines, No. ✓ 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 ✓ Pumps connected to the Main Bilge Line { No. and size ✓  
 { How driven ✓ { How driven ✓

Ballast Pumps, No. and size ✓ Lubricating Oil Pumps, including Spare Pump, No. and size ✓

Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room ✓  
 In Pump Room ✓ In Holds, &c. ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size ✓ Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, 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 ✓  
 Are all 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 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 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 ✓  
 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 ✓ Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓

**MAIN BOILERS, &c.—**(Letter for record ✓) Total Heating Surface of Boilers ✓  
 Which Boilers are fitted with Forced Draft ✓ Which Boilers are fitted with Superheaters ✓  
 No. and Description of Boilers ✓ Working Pressure ✓

**IS A REPORT ON MAIN BOILERS NOW FORWARDED?** ✓  
**IS A DONKEY BOILER FITTED?** ✓ 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 ✓ Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓  
 (If not state date of approval)

Superheaters ✓ General Pumping Arrangements ✓ Oil fuel Burning Piping Arrangements ✓

### SPARE GEAR.

Has the spare gear required by the Rules been supplied ✓  
 State the principal additional spare gear supplied ✓

The foregoing is a correct description.

Manufacturers



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  
 Main boiler safety valves adjusted Thickness of adjusting washers  
 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 Test pressure Date of Test  
 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 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 If so, state name of vessel

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

*For the information of the Committee*

Certificate to be sent to  
 (The Surveyor may request not to write on or below the space for Committee's Minute.)

The amount of Entry Fee	... £	:	:	When applied for,
Special	... £	:	:	19
Donkey Boiler Fee	... £	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

Date **FRI 1 JUL 1949**

*J. Bowman*  
 Engineer/Surveyor to Lloyd's Register of Shipping.

Committee's Minute

*See Rpt 9*



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