

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

APR 19 1940

Date of writing Report 12-4-1940 When handed in at Local Office 16-4-1940 Port of Leith  
 No. in Survey held at Burntisland Date, First Survey 4-12-39 Last Survey 9-4-1940  
 Reg. Book. 38559 on the S.S. "CHARLBURY" Tons { Gross 4835.81 Net 2800.91  
 Built at Burntisland By whom built Burntisland, J. B. Co. Ltd. Yard No. 238 When built 1940  
 Engines made at Glasgow By whom made J. Rowan & Co. Ltd. Engine No. 1048 When made 1940  
 Boilers made at Glasgow By whom made J. Rowan & Co. Ltd. Boiler No. 1048 When made 1940  
 Registered Horse Power - Owners Alexander Shipping Co. Ltd. Port belonging to London  
 Nom. Horse Power as per Rule 458 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which Vessel is intended -

**ENGINES, &c.**—Description of Engines. Revs. per minute 71 (LIGHT SHIP)

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks  
 Crank shaft, dia. of journals as per Rule Length of Stroke No. of Cranks  
 Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted  
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube shaft fitted with a continuous liner  
 Bronze Liners, thickness in way of bushes as per Rule as fitted 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 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  
 shaft. If so, state type Length of Bearing in Stern Bush next to and supporting propeller  
 Propeller, dia. Pitch No. of Blades Material whether Moveable 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 How driven Pumps connected to the Main Bilge Line No. and size How driven  
 Ballast Pumps, No. and size one, 9" x 12" x 12" 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 PORT & 1 STAR at 3" dia. 1 STAR at 5" dia. 1 oily bilge suction STAR = 2 1/2" dia.  
 In Pump Room N°3 HOLD, 1 PORT, 1 STAR 3 1/2" DIA. & 1 PORT, 1 STAR 3" DIA. N°4 HOLD, 1 PORT, 1 STAR 3" DIA. AFT HOLD WELL SUCTION 2 1/2" DIA. TUNNEL WELL SUCTION 2 1/2" DIA.  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size one at 8" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one at 5"  
 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 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 MAIN DISCHARGE BELOW, OTHERS 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 Bilge Suctions How are they protected Wood ceiling  
 What pipes pass through the deep tanks Have they been tested as per Rule YES  
 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 YES Is it fitted with a watertight door YES worked from Engine Room Top Platform.

**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? See Glasgow Report N° 61943. If so, is a report now forwarded?  
 Can the donkey boiler be used for domestic purposes only See Glasgow Report N° 61943.  
 PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers  
 Superheaters General Pumping Arrangements YES Oil fuel Burning Piping Arrangements YES

### SPARE GEAR.

Has the spare gear required by the Rules been supplied YES  
 State the principal additional spare gear supplied one C.I. propeller.

The foregoing is a correct description.

Manufacturer.



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During progress of work in shops - - -

Dates of Survey while building - - - 4/12/39, 6/12/39, 11/12/39, 18/12/39, 25/12/39, 17/1/40, 26/2/40, 13/3/40, 21/3/40, 28/3/40, 30/3/40, 9-4-40.

Total No. of visits 12.

Dates of Examination of principal parts—Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft Intermediate shafts

Tube shaft Screw shaft in place 25-12-39 Propeller in place 25-12-39

Stern tube in place 25-12-39 Engine and boiler seatings 25-12-39 Engines holding down bolts 21-3-40.

Completion of fitting sea connections 25-12-39

Completion of pumping arrangements 30-3-40 Boilers fixed 13-3-40 Engines tried under steam 9-4-40.

Main boiler safety valves adjusted 28-3-40 Thickness of adjusting washers P = 1 1/32" S = 1 1/32" SUP = 1/32" PORT BOILER. STAR BOILER. AUX. BOILER. P = 1 1/32" S = 1 1/32" SUP = 1/32"

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 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 "IAN-Y-BRYN" Kingsbury

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery - Glasgow Report No. 61943 has been efficiently fitted on board, the materials and workmanship being sound and good. On completion, the safety valves were adjusted to 220 lbs/sq in and the Main and Auxiliary machinery were tried under working conditions at sea and found satisfactory. This machinery in my opinion, is in a safe working condition and eligible to be classed in the Register Book with the notation of L.M.C. 4-40, T.S.C.L., F.I. Fitted for oil fuel 4-40, F.P. above 150°F.

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 £ 18 : 15 : 0 When applied for, 11-4-40. See Glasgow report collected by Glasgow & credited to L.M.C. 11-4-40.

Special ... £ ...

Donkey Boiler Fee ... £ ... When received, ...

Travelling Expenses (if any) £ 1 : 12 : 7

J. Campbell  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Assigned Fitt. for oil fuel 4,40 H.P. above 150°F  
2 S.B. (S.P.) 32, C.L.  
1 Aux S.B.



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