

# REPORT ON MACHINERY.

No. 82141

Date of writing Report 25/9/19 When handed in at Local Office 25/9/19 Port of London Received at London Office 25/9/19  
 No. in Survey held at Lucemborg Date, First Survey 7 Last Survey Sept 17<sup>th</sup> 1919  
 Reg. Book. on the Concrete Barge "Cutedyde" (P. 88) (Number of Visits) 1 Tons {Gross / Net} 1919  
 Master Lucemborg Built at Lucemborg By whom built Lucemborg S B Co When built 1919  
 Engines made at Lucemborg By whom made Lucemborg when made 1919  
 Boilers made at Kitchin By whom made W. H. Spencer & Co when made 1919  
 Registered Horse Power — Owners H.M. Government Port belonging to —  
 Nom. Horse Power as per Section 28 — Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No

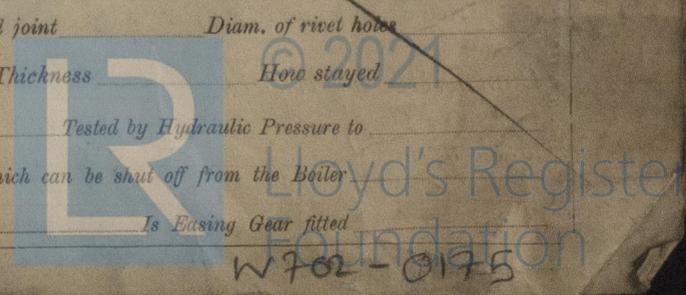
## ENGINES, &c.—Description of Engines None No. of Cylinders — No. of Cranks —

Dia. of Cylinders — Length of Stroke — Revs. per minute — Dia. of Screw shaft — as per rule — as fitted — Material of screw shaft —  
 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 — as fitted — Dia. of Crank shaft journals — as per rule — as fitted — Dia. of Crank pin — Size of Crank webs — Dia. of thrust shaft under collars — Dia. of screw — Pitch of Screw — No. of Blades — State whether moveable — Total surface —  
 No. of Feed pumps 1 Diameter of ditto — Stroke — Can one be overhauled while the other is at work 2 Injectors  
 No. of Bilge pumps — Diameter of ditto — Stroke — Can one be overhauled while the other is at work —  
 No. of Donkey Engines 1 Sizes of Pumps 5 1/2 x 4 3/4 x 5 Deep No. and size of Suctions connected to both Bilge and Donkey pumps In Engine Room — In Holds, &c. 1 - 3 1/2" each hold  
also 1 - 2 1/2" each peak  
 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 Yes Are the roses in Engine room always accessible Yes Are the sluices on Engine room bulkheads always accessible —  
 Are all connections with the sea direct on the skin of the ship Yes Are they 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 Discharge Pipes 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 are carried through the bunkers For suction How are they protected Wood casing  
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
 Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges Yes  
 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 —  
 plate — Size of compensating ring — No. and Description of Furnaces in each boiler — Material — Outside diameter —  
 Length of plain part — top — bottom — Thickness of plates — crown — bottom — 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 —

UPERHEATER. 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 —



Water Capn  
 Tons.  
27.0  
27.5

an 2.7  
 13.8.10

Visits

IS A DONKEY BOILER FITTED? *Yes*

If so, is a report now forwarded? *Yes*

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building

{	During progress of work in shops --	1919: Apr 1. May 7.
	During erection on board vessel ---	1919: Sep 17
	Total No. of visits	3 (see also Rpt 56) for 2 visits during construction.

Is the approved plan of main boiler forwarded herewith

Dates of Examination of principal parts—Cylinders  Slides  Covers  Pistons  Rods

Connecting rods  Crank shaft  Thrust shaft  Tunnel shafts  Screw shaft  Propeller

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

Completion of pumping arrangements 17/9/19 Boilers fixed 17/9/19 Engines tried under steam

Completion of fitting sea connections 17/9/19 Stern tube  Screw shaft and propeller

Main boiler safety valves adjusted  Thickness of adjusting washers

Material of Crank shaft  Identification Mark on Do.  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 *No* 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

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 Donkey Boiler has been securely fitted on board, examined under steam & safety valves adjusted. The bilge donkey, fuel donkey & injector have been tried & found satisfactory.*

*This vessel is in my opinion eligible to have notation + DB 9.19 in the Register Book*

It is submitted that this vessel is eligible for THE RECORD + D.B. 9.19. 150lb.

The amount of Entry Fee ... £	:	:	When applied for,
Special ... £	:	:	27/9 1919
Donkey Boiler Fee ... £	3	3	27/9 1919
Travelling Expenses (if any) £	:	:	16/4 1920

*H. Sander-Smith*  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 30 SEP. 1919

Assigned + DB 9.19



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