

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 When handed in at Local Office 19 Port of Bristol

No. in Survey held at Brimscombe Date, First Survey Last Survey 19
Reg. Book. on the Abdela & Mitchell's Engines No. 1448 (Number of Visits)

Built at Queenferry By whom built Abdela Mitchell Yard No. 464 Tons { Gross
Net
When built

Engines made at Brimscombe By whom made Abdela - Mitchell Engine No. 1448 when made 1930

Boilers made at By whom made Boiler No. when made

Registered Horse Power Owners Port belonging to

Nom. Horse Power as per Rule 80 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

ENGINES, &c.—Description of Engines Inverted Compound Condensing

Dia. of Cylinders 18" & 38" Length of Stroke 27" Revs. per minute No. of Cylinders 2 No. of Cranks 2

Dia. of Crank shaft journals as per rule as fitted 8" Dia. of Crank pin 8" Crank webs Mid. length breadth 10 1/2" Thickness parallel to axis 6"
shrunk Mid. length thickness 6" Thickness around eye-hole 3"

Diameter of Thrust shaft under collars as per rule as fitted Diameter of Tunnel shaft as per rule as fitted Diameter of Screw shaft as per rule 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 watertight 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

Is an approved appliance fitted at the after end of the shaft to permit

of it being efficiently lubricated

Length of Stern Bush

Diameter of Propeller

Pitch of Propeller

No. of Blades

State whether Moveable

Total Surface

square feet.

No. of Feed Pumps fitted to the Main Engines 1Diameter of ditto 2 5/8"Stroke 13 1/2"Can one be overhauled while the other is at work ✓No. of Bilge Pumps fitted to the Main Engines 1Diameter of ditto 2 5/8"Stroke 13 1/2"Can one be overhauled while the other is at work ✓

Total number and size of power driven Feed and Bilge Auxiliary Pumps

No. and size of Pumps connected to the Main Bilge Line

No. and size of Ballast Pumps

No. and size of Lubricating Oil Pumps, including Spare Pump

Are two independent means arranged for circulating water through the Oil Cooler

No. and size of suctions connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

and in Holds, &c.

No. and size of Main Water Circulating Pump Bilge Suctions

No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges

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 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

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 Screw Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers

Is Forced Draft fitted

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?

PLANS. Are approved plans forwarded herewith for Shafting
(If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

Two top end bolts two bottom end bolts, two main bearing bolts
(& nuts) One set of coupling bolts & nuts, one set of feed & bilge
pump valves Assorted bolts & nuts, Condenser tubes & junk ring
bolts

The foregoing is a correct description

Manufacturer.



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Lloyd's Register
Foundation

L999-0113

During progress of work in shops - - -

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts - Cylinders

Covers

Connecting rods

Tunnel shafts

Stern tube

Completion of pumping arrangements

Completion of fitting sea connections

Main boiler safety valves adjusted

Material of Crank shaft

Material of Thrust shaft

Material of Tunnel shafts

Material of Screw shafts

Material of Steam Pipes

Is an installation fitted for burning oil fuel

Have the requirements of the Rules for carrying and burning oil fuel been complied with

Is this machinery duplicate of a previous case

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

Pistons

Crank shaft

Screw shaft

Engine and boiler seatings

Boilers fixed

Stern tube

Thickness of adjusting washers

Test pressure

Is the flash point of the oil to be used over 150°F.

If so, state name of vessel

Date of Test

Engines holding down bolts

Engines tried under steam

Screw shaft and propeller

Identification Mark on Do.

Identification Mark on Do.

Identification Marks on Do.

Identification Marks on Do.

5240. J. R. W.

Cornish Rose (Ex Cornish Trader)

These engines, commenced in 1921 & part completed in 1923 have now been entirely stripped, re-exam'd, cylinders tested and all re-erected.

They have been built under special survey, the materials and workmanship are good & will be eligible in my opinion for record of LMC with date when completed.

The remaining parts are being dealt with at Queensferry & L'pool.

The amount of Entry Fee ... £ 2 : 0 : 0

Special 1/5 ... £ 8 : 0 : 0

Donkey Boiler Fee ... £ 4 : 6 : 3

Travelling Expenses (if any) ... £ 3 : 6 : 1

When applied for, 26.5.1930

When received, 1.7.30

7-12-4

Committee's Minute

TUE. 28 OCT 1930

Assigned

(Sgd) John W. Gwynne

Engineer Surveyor to Lloyd's Register of Shipping.



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