

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

3.3.47

Report 25 FEB 1947 When handed in at Local Office

Port of CASABLANCA LISBON.

Survey held at CASABLANCA

Date, First Survey 18 FEB

Last Survey 25 FEB

1947

On the S/S CAID ALLAL ex CHESHIRE COAST

(Number of Visits)

Gross 1122

MIDDLESBROUGH By whom built SIR RAYTON AIXON &amp; CO. LTD

Yard No. 591

Tons Net 466

Made at MIDDLESBROUGH

By whom made RICHARDSONS, WESTGARTH &amp; CO. LTD

Engine No.

When built 1915

Made at " "

By whom made " "

Boiler No.

when made 1915

Horse Power -

Owners UNION D'ENTREPRISES MAROCAINES

Port belonging to CASABLANCA

Horse Power as per Rule 226

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted YES

which Vessel is intended GENERAL CARGO, COASTING.

ES, &amp;c.—Description of Engines 3 CYLINDER TRIPLE EXPANSION

Revs. per minute 80

Cylinders 19" x 31" x 52"

Length of Stroke 36"

No. of Cylinders 3

No. of Cranks 3

aft, dia. of journals

as per Rule 10 5/16"

Crank pin dia. 10 5/8"

Crank webs

Mid. length breadth 16 1/2"

Thick. parallel to axis 7"

as fitted 10 1/16"

as per Rule 10 5/16"

as fitted 10 1/16"

Mid. length thickness 7"

shrunken

Thick. around eye-hole 4 5/8"

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust shaft, diameter at collars

as per Rule

as fitted 10 5/16"

10 1/16"

Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted 10 5/16"

10 1/16" AT FLANGE

Is the

screw

shaft fitted with a continuous liner

YES

Liners, thickness in way of bushes

as per Rule

as fitted 5/8"

Thickness between bushes

as per Rule

as fitted 1 1/2"

Is the after end of the liner made watertight in the

YES

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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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

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Liners are fitted, is the shaft lapped or protected between the liners

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Is an approved Oil Gland or other appliance fitted at the after

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Is the tube shaft

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Length of Bearing in Stern Bush next to and supporting propeller

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Diameter 13' 5"

Pitch 17' 1"

No. of Blades 4

Material C.I.

whether Moveable

No

Total Developed Surface

64

sq. feet

Pumps worked from the Main Engines, No. 2

Diameter 3"

Stroke 22"

Can one be overhauled while the other is at work

YES

YES

YES

YES

YES

YES

YES

YES

YES

Pumps worked from the Main Engines, No. 2

Diameter 3 5/8"

Stroke 22"

Can one be overhauled while the other is at work

YES

YES

YES

YES

YES

YES

YES

YES

YES

No. and size 1 GEN. SERV. DUPLEX PUMP, 7 x 4 1/2" x 8"

AUX. STEAM DUPLEX PUMP

Pumps connected to the

No. and size 1 GENERAL SERVICE STEAM DUPLEX PUMP

How driven

7 x 4 1/2" x 8"

How driven

7 x 4 1/2" x 8"

How driven

7 x 4 1/2" x 8"

How driven

7 x 4 1/2" x 8"

7 x 4 1/2" x 8"

How driven

INJECTOR

Main Bilge Line

No. and size 1 GENERAL SERVICE STEAM DUPLEX PUMP

How driven

7 x 4 1/2" x 8"

How driven

7 x 4 1/2" x 8"

How driven

7 x 4 1/2" x 8"

How driven

7 x 4 1/2" x 8"

7 x 4 1/2" x 8"

Pumps, No. and size 1 GENERAL SERVICE STEAM DUPLEX PUMP

1-3 1/2" PULSOMETER

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

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Independent means arranged for circulating water through the

Oil Cooler

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Suctions, connected to both Main Bilge Pumps and Auxiliary

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Pumps;—In Engine and Boiler Room

- B.R. 1 PORT, 1 STBD 2" SUCTION, IN AFTER WELL 1-2" SUCTION

- B.R. 1 PORT, 1 STBD 2" SUCTION, IN AFTER WELL 1-2" SUCTION

- B.R. 1 PORT, 1 STBD 2" SUCTION, IN AFTER WELL 1-2" SUCTION

- B.R. 1 PORT, 1 STBD 2" SUCTION, IN AFTER WELL 1-2" SUCTION

- B.R. 1 PORT, 1 STBD 2" SUCTION, IN AFTER WELL 1-2" SUCTION

- B.R. 1 PORT, 1 STBD 2" SUCTION, IN AFTER WELL 1-2" SUCTION

- B.R. 1 PORT, 1 STBD 2" SUCTION, IN AFTER WELL 1-2" SUCTION

- B.R. 1 PORT, 1 STBD 2" SUCTION, IN AFTER WELL 1-2" SUCTION

- B.R. 1 PORT, 1 STBD 2" SUCTION, IN AFTER WELL 1-2" SUCTION

- B.R. 1 PORT, 1 STBD 2" SUCTION, IN AFTER WELL 1-2" SUCTION

- B.R. 1 PORT, 1 STBD 2" SUCTION, IN AFTER WELL 1-2" SUCTION

- B.R. 1 PORT, 1 STBD 2" SUCTION, IN AFTER WELL 1-2" SUCTION

No. 2 HOLD FORE WELL 1-2 1/2"

No. 3 AFT PORT 2"

CENTRE 2 1/2"

STBD 2"

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No. 2 HOLD FORE WELL 1-2 1/2"

No. 3 AFT PORT 2"

CENTRE 2 1/2"

STBD 2"

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No. 2 HOLD FORE WELL 1-2 1/2"

No. 3 AFT PORT 2"

CENTRE 2 1/2"

STBD 2"

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No. 2 HOLD FORE WELL 1-2 1/2"

No. 3 AFT PORT 2"

CENTRE 2 1/2"

STBD 2"

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Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 5" DIA.

Independent Power Pump Direct Suctions to the Engine Room Bilges,

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Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

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

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

Sea Connections fitted direct on the skin of the ship

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES



Dates of Survey while building { During progress of work in shops - - }  
FROM 18<sup>th</sup> To 25<sup>th</sup> FEB. 1947  
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 carrying and burning oil fuel 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.)

The main and auxiliary machinery was opened out and examined in its entirety by the local non-exclusive surveyor. The screw shaft was drawn and examined, the crankshaft was lifted and realigned. All working parts were overhauled and placed in good working order.

At the present survey, the main engine was generally examined, the auxiliary machinery examined under working conditions and all repairs verified; the condition of the main and auxiliary machinery is satisfactory and is eligible in my opinion to be classed, subject to the plans being approved.

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

Committee's Minute

FRI 4 JUL 1947

Assigned

LMC 2.47

C.L. 2 SB 20016

John G. ...  
Engineer Surveyor to Lloyd's Register of Ships



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