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No. 552

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 16.5.1949 When handed in at Local Office 19 Port of NOTTINGHAM.

No. in Survey held at Nottingham. Date, First Survey 13.5.48. Last Survey 29.4.1949.

Reg. Book on the Messrs. Harland & Wolff Ltd., (Number of Visits)

Built at By whom built Under No. 13976/E.W.2. Job No. 13976 and No. unknown When built

Engines made at Nottingham. By whom made E. Reader & Sons Ltd. Engine No. 24958. When made 1949

Boilers made at By whom made Boiler No. When made

Registered Horse Power 47 Owners Port belonging to

Nom. Horse Power as per Rule 2.1 M.N. Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended

ENGINES, &c.—Description of Engines Type S.F. 91. Vertical enclosed forced lubricated Revs. per minute 500

Dia. of Cylinders 9 1/2" Length of Stroke 5 1/2" No. of Cylinders One No. of Cranks One

Crank shaft, dia. of journals as per Rule App. 3.1/8" Crank pin dia. 3 3/4" Mid. length breadth 5 5/8" Thickness parallel to axis shrunk Thickness around eye-hole

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule

Tube Shafts, diameter as fitted Screw Shaft, diameter as fitted Is the tube screw shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes 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 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

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 Pumps connected to the Main Bilge Line No. and size 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 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

That Pipes pass through the bunkers How are they protected

That 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?

Is 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.

Is the spare gear required by the Rules been supplied The Rules do not apply to this size of engine.

Is the principal additional spare gear supplied Spares. One Set - Piston Rings.

The foregoing is a correct description.

B. M. Singer
E. READER & SONS, LIMITED Manufacturer.

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13.5.48. 26.3.49. 29.4.49.

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits 3

Dates of Examination of principal parts—Cylinders 26.3.49. Slides - Covers 26.3.49.
Pistons 26.3.49. Piston Rods 26.3.49. Connecting rods 26.3.49.
Crank shaft 26.3.49. 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 13.5.48.
Crank shaft material O.H.S. Identification Mark 786. T.D.S. 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.)
This engine has been built under Special Survey, in accordance with the Regulations of the Society; materials and workmanship being good.
On completion the engine was run in the shops under light load conditions and found satisfactory.
The engine has been despatched to Glasgow.

This engine has been efficiently installed in H.W. No 1394 & coupled to auxiliary compressor unit manufactured by Harland & Wolff Ltd Glasgow. Tried under working conditions Satisfactory.
H. C. Craig, Juniper
Glasgow Nov 7/49

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 ... £ 4 : 0 :
Special ... £ : :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 2/7/1949
When received, 19

H. C. Craig
Engineer Surveyor to Lloyd's Register of Shipping.

Date GLASGOW - 7 DEC 1949

Committee's Minute SEE ACCOMPANYING MACHINERY REPORT