

RECEIVED

Rpt. 4.
JUL 1949

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.....) Tons (Gross.....) (Net.....)

Built at By whom built under C/No. 13976/E.W.2. Job No. 13976. Ord 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. 9 1/2. 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. as fitted 3.1/8" Crank pin dia. 3 3/4" Mid. length breadth 5 5/8" Thickness parallel to axis..... Crank webs shrunk Mid. length thickness 1 5/8" Thickness around eye-hole.....

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 / screw } 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 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 / How driven } 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 Pump 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.....

What Pipes pass through the bunkers..... How are they protected.....

What 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?.....

Can 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.

What 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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Foundation

001938-007946-0164

9.5
257
7/69

13.5.48. 26.3.49. 29.4.49.

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 satisfactorily.
H. C. Baird, Juniper
Glasgow Nov 1/49

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

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

Date **GLASGOW - 7 DEC 1949**

Committee's Minute **SEE ACCOMPANYING MACHINERY REPORT**

