

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

15 JUL 1949

Date of writing Report 13.6.1949. When handed in at Local Office 19. Port of NOTTINGHAM.
No. in Survey held at NOTTINGHAM. Date, First Survey 14.3.49. Last Survey 3.6.1949.
Reg. Book (Number of Visits)
on the "H. K. British Commander" Messrs. Harland & Wolff Ltd., 1398G. Tons { Gross
Net
Built at By whom built under O/No. 1398G/E.W.2. Job No. Yard No. unknown When built
Engines made at Nottingham. By whom made E. Reader & Sons Ltd., Engine No. 24960 When made 1949
Boilers made at By whom made Boiler No. When made
Registered Horse Power 47 Owners British Tankers Ltd. Port belonging to London
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.9½. Vertical enclosed forced lubricated Revs. per minute 500
Dia. of Cylinders 9½" Length of Stroke 5½" No. of Cylinders One No. of Cranks One
Crank shaft, dia. of journals as per Rule App. 3½" Crank pin dia. 3½" Mid. length breadth 5½" Thickness parallel to axis
as fitted 3½" Crank webs 1½" shrunk Thickness around eye-hole
Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
as fitted
Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube
as fitted screw } shaft fitted with a continuous liner {
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
as fitted 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 { No. and size
How driven Main Bilge Line 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.

Has the spare gear required by the Rules been supplied The Rules do not apply to this size of engine.
Stat. Principal additional spare gear supplied Spares One Set - Piston Rings (L & C)

The foregoing is a correct description

E. READER & SONS, LIMITED

Manufacturer.



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Lloyd's Register

Foundation

002978-002988-0116

14.3.49. 20.3.49. 3.6.49.

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

20.3.49.

Slides

Covers

20.3.49.

Pistons

20.3.49.

Piston Rods

20.3.49.

Connecting rods

20.3.49.

Crank shaft

20.3.49.

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

Crank shaft material

C.H.S.

Identification Mark

1057A..T.D.S.

14.3.49.

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; the 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**

Engine attached to Air compressor No 1608, specially installed in vessel, tried under working conditions satisfactorily.

H. Cluz pumps
Glasgow
February 1950

The amount of Entry Fee

£ 4 : 0

Special

£ :

Donkey Boiler Fee

£ :

Travelling Expenses (if any)

£ :

When applied for,

12/7/1949


When received,

19

H. Thorburn
Engineer Surveyor to Lloyd's Register of Shipping.

Date. **GLASGOW - 8 MAR 1950**

(The Committee's Minute. SEE ACCOMPANYING MACHINERY REPORT.



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