

RECEIVED

No. 603.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 23 SEP 1949

Date of writing Report 11.7.1949. When handed in at Local Office 19. Port of NOTTINGHAM.
 No. in Survey held at Nottingham. Date, First Survey 14.3.49. Last Survey 10.6.1949.
 Reg. Book on the "H.V. British Commander" Messrs. Harland & Wolff Ltd., Tons { Gross Net
 Built at - By whom built under O/No. 1398G/E.W. 2 Job No. 1398G Yard No. unknown When built
 Engines made at Nottingham By whom made E. Reader & Sons Ltd., Engine No. 24961 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. 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. 3 1/8" Crank pin dia. 3 3/4" Mid. length breadth 5 5/8" Thickness parallel to axis shrunk
 as fitted 3 1/8" Crank webs Mid. length thickness 1 5/8" 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
 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 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 { No. and size Pumps connected to the { No. and size
 Pumps { 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

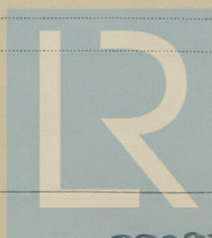
SPARE GEAR.

Has the spare gear required by the Rules been supplied The Rules do not apply to this size of engine.
 State the principal additional spare gear supplied No spares are supplied with this engine.

The foregoing is a correct description.

E. READER & SONS, LIMITED

Manufacturer.



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Lloyd's Register Foundation

002978-002988-017

Dates of Survey while building { During progress of work in shops - - { 14.3.49., 3.5.49., 10.6.49.
During erection on board vessel - - - {
Total No. of visits 3

Dates of Examination of principal parts—Cylinders 3.5.49. Slides - Covers 3.5.49.
Pistons 3.5.49. Piston Rods 3.5.49. Connecting rods 3.5.49.
Crank shaft 3.5.49. Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler sealings 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 O.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 Messrs Harland & Wolff Diesel Engine Works, Glasgow.

Engine attached to H.W. compressor No 1609, efficiently installed in the vessel, tried under working conditions as is required.
H. Cowie Juniper
Glasgow
February 1950.

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	£	:	:	:	22-2-1949
Donkey Boiler Fee	£	:	:	:	When received,
Travelling Expenses (if any)	£	:	:	:	19

Date GLASGOW - 8 MAR 1950

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

Committee's Minute
SEE ACCOMPANYING MACHINERY REPORT