

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19 2 When handed in at Local Office 2 AUG 1946 Port of Sunderland
 No. in Survey held at Sunderland Date, First Survey 2 July 45 Last Survey 13 Aug 1946
 Reg. Book " HESPERIDES " (Number of Visits 75)
 on the " HESPERIDES "
 Built at Sunderland By whom built Shipbuilding Corp. (Leam Branch) Yard No. 9 Tons { Gross 5125
 Engines made at Sunderland By whom made G. Clark (1938) Ltd Engine No. 1343 When built 1946
 Boilers made at Walsend By whom made Walsend Shipway & Eng. Co. No. 401 B When made 1943
 Registered Horse Power 635 Owners British & South American S. N. Co. Ltd Port belonging to London
 Nom. Horse Power as per Rule 635 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes
 Trade for which vessel is intended

Engines, &c.—Description of Engines Triple Expansion Revs. per minute
 Dia. of Cylinders 24 1/2" - 39" - 40" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 13.99" as per Rule 14.25" as fitted 14.25" Crank pin dia. 14 3/4" Mid. length breadth 1'-10" Thickness parallel to axis 9"
 Intermediate Shafts, diameter 13.33" as per Rule 13.99" as fitted 13.99" Thrust shaft, diameter at collars 14.25" as fitted 14.25"
 Tube Shafts, diameter 3/4" as per Rule 15 1/4" as fitted 15 1/4" Is the tube screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes 13/16" as per Rule 3/4" as fitted 3/4" Is the after end of the liner made watertight in the propeller boss Yes
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner one length
 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 —
 Propeller, dia. 18'-3" Pitch 15'-6" mean No. of Blades 4 Material C.I. whether Moveable no Total Developed Surface 98.5 sq. feet
 Feed Pumps worked from the Main Engines, No. none Diameter — Stroke — Can one be overhauled while the other is at work —
 Bilge Pumps worked from the Main Engines, No. Two Diameter 4" Stroke 24" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size Two 9 1/2" x 4" x 21" Pumps connected to the Main Bilge Line { No. and size 1 Gun. Ser. pump 9 1/2" x 4" x 21" + Balanced pump
 How driven Steam How driven Steam
 Ballast Pumps, No. and size 1 @ 10 1/2" x 13" x 24" 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 1 @ 3" in E.R. 2 @ 3" in Bl. Rm. 1 @ 2 1/2" Tunnel well.
 In Pump Room 2 1/2" φ 15. N° 3. 3" φ 15. N° 6. 2 1/2" φ 15. 4 @ 2 1/2" φ 15. In Holds, &c. N° 1. 3" φ 15. N° 2. 3" φ 15. N° 3. 3" φ 15. N° 4. (Sump tank)
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 9" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size 1 @ 5"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 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 Yes
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line below
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 What Pipes pass through the bunkers none How are they protected —
 What pipes pass through the deep tanks For hold bilge Suction Have they been tested as per Rule Yes
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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 Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Deck

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 4248 sq. ft. Area of Superheaters 2490 sq. ft.
 Which Boilers are fitted with Forced Draft All Which Boilers are fitted with Superheaters All
 No. and Description of Boilers 3 SB. Working Pressure 220 lbs/sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes (NWE. 101251/2/3)
 IS A DONKEY BOILER FITTED? no 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 Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied

The foregoing is a correct description.

GEORGE CLARK (1938) LTD.

Manufacturer.

RESIDENT MANAGER.



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Lloyd's Register Foundation

007941-003005-0170

	HP	MP	LP		
Dates of Examination of principal parts—Cylinders	28/1/46	10/1/46	10/1/46	Slides	25/1/46
				Covers	as Cyls.
Pistons	13/2/46			Piston Rods	18/3/46
				Connecting rods	5/3/46.
Crank shaft	18/1/46			Thrust shaft	26/11/45
				Intermediate shafts	9/4/46.
Tube shaft	—			Screw shaft	5/3/46
				Propeller	15/1/46.
Stern tube	22/3/46 & 2/4/46.			Engine and boiler seatings	14/6/46.
				Engines holding down bolts	14/6/46.

Crank shaft material	Ingot Steel	No 1373 N.H.F.	Identification Mark	181/46	Thrust shaft material	Ingot Steel	No 1343 N.H.F.	Identification Mark	26/11-45
Intermediate shafts, material	Ingot Steel	No 1343 N.H.F.	Identification Marks	9/4/46	Tube shaft, material	-	Identification Mark	-	Janu
Screw shaft, material	Ingot Steel	No 1343 N.H.F.	Identification Mark	Time 14590 - 689.	Steam Pipes, material	S.D. Steel	Test pressure	660 lbs	total
							Date of Test	24/5/46 14/6/46 1/7/46	

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo.....*no.*..... 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.....*Not Classified*.....

Under Special Survey in accordance with the approved Plans,
Specification & the rules of the Society. The materials &
workmanship are good.

The machinery has been tried under working conditions with satisfactory results & is now eligible in my opinion to have notation $\frac{1}{2}$ LMC. 8.46, T.S (CL), 3 SB (Spt) 220th. Fitted to burn oil fuel (v.p. above 150°F) 8.46.

The amount of Entry Fee	... £ 6	:	:	When applied for,
3/5 Special	... £ 64	:	:	1 AUG 1946
25% Drydock Fee	... £ 16	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

W. H. K. K. K.
 Engineer Surveyor to Lloyd's Register of Shipping.