

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

JUN -5 1940

Date of writing Report 23<sup>rd</sup> May 1940 when handed in at Local Office Bristol 19 Port of Bristol  
 No. in Survey held at Reg. Book. 1913 on the single screw tug "Peter Soliffe" Date, First Survey 12 January Last Survey 16<sup>th</sup> May 1940  
 Built at Bristol By whom built Chas Hill & Sons Ltd. Yard No. 244 Tons { Gross 80 Net 1  
 Engines made at Newbury By whom made Plenty & Son Ltd. Engine No. 2449 When built 1940  
 Boilers made at Carfin By whom made Alex Anderson & Sons Ltd. Boiler No. 3581 When made 1940  
 Registered Horse Power 51.25 Owners Poole Harbour Commissioners Port belonging to Poole  
 Nom. Horse Power as per Rule 51.25 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines See London Rpt No 108490 Revs. per minute  
 Dia. of Cylinders  Length of Stroke  No. of Cylinders  No. of Cranks   
 Crank shaft, dia. of journals as per Rule Crank pin dia.  Crank webs  Mid. length breadth  Thickness parallel to axis   
 as fitted  Mid. length thickness  shrunk  Thickness around eye-hole   
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule  
 as fitted  as fitted   
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube } shaft fitted with a continuous liner {  
 as fitted  as fitted  as fitted  as fitted   
 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  as fitted  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  
 shaft  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 1. 2"x9" one 4"x6" Duplex Pumps connected to the { No. and size 1. 2"x9" one 4"x6" Duplex  
 How driven Main Engine Steam Main Bilge Line { How driven Main Engine one 2" steam ejector  
 Ballast Pumps, No. and size 1. 4"x6" Duplex Lubricating Oil Pumps, including Spare Pump, No. and size   
 Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room 2. 2"  
 In Pump Room  In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One. 2" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size one. 2" 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 yes  
 Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Valves  
 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 above  
 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 ✓ 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 ✓ Is it fitted with a watertight door ✓ worked from   
 MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1036 19 ft.  
 Which Boilers are fitted with Forced Draft no Which Boilers are fitted with Superheaters no  
 No. and Description of Boilers One single ended Working Pressure 180 lbs / sq. in.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes  
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? ✓  
 Can the donkey boiler be used for domestic purposes only ✓

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 ✓

Has the spare gear required by the Rules been supplied yes SPARE GEAR.  
 State the principal additional spare gear supplied

The foregoing is a correct description.  
 CHARLES HILL & SONS, LTD.

for  
 Manufacturer.

Alan W. Beck  
 DIRECTOR



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003611-003619-0162



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

Jan 12. 17. 30. Feb 22. Mar 14. 30. Apr 4. 15. 17. 29 May 16

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Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓  
Pistons ✓ Piston Rods ✓ Connecting rods ✓  
Crank shaft ✓ Thrust shaft ✓ Intermediate shafts ✓  
Tube shaft ✓ Screw shaft ✓ Propeller 17-1-40  
Stern tube 14-1-40 Engine and boiler seatings 30-1-40 Engines holding down bolts 30-3-40.  
Completion of fitting sea connections 14-1-40.  
Completion of pumping arrangements 29-4-40. Boilers fixed 14-3-40. Engines tried under steam 29-4-40.  
Main boiler safety valves adjusted 29-4-40. Thickness of adjusting washers 3/8".  
Crank shaft material ✓ Identification Mark 9985 W.T.M. Thrust shaft material ✓ Identification Mark 47071  
Intermediate shafts, material ✓ Identification Marks 4706 T.D.S. Tube shaft, material ✓ Identification Mark  
Screw shaft, material ✓ Identification Mark 4705 T.D.S. Steam Pipes, material Copper. Test pressure 360 lbs. Date of Test 14-4-40  
Is an installation fitted for burning oil fuel No. 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.)

The machinery & boilers have now been fitted on board the vessel in accordance with Rule requirements. They have been tried under steam and found satisfactory.

It is recommended that the Engines & Boilers be classed in the Register Book with notation + LMC 5.40. T.S. O.G.

The amount of Entry Fee ... £ 3 : 0 :  
Special ... £ 3 : 0 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 4-6-1940  
When received, 13/6/1940

J. Brooke Smith  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 14 JUN 1940

Assigned

+ LMC 5.40  
O.G.



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