

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

APR 1940

Date of writing Report 1 - APR 1940 When handed in at Local Office 1 - APR 1940 Port of London  
 No. in Survey held at Newbury Date, First Survey 8 Dec. 1939 Last Survey 21 MARCH 1940  
 Reg. Book. Newbury (Number of Visits EIGHT)  
 on the Sc. Tug Peter Joliffe Tons } Gross  
 Built at Bristol By whom built Chas. Hill & Sons, Ltd. Yard No. 277 When built } Net  
 Engines made at Newbury By whom made Plenty & Son, Ltd. Engine No. 2779 When made 1940  
 Boilers made at Glasgow By whom made Anderson & Co. Boiler No. 3581 When made  
 Registered Horse Power 51.25 Owners Pool Harbour Commissioners Port belonging to Pool  
 Nom. Horse Power as per Rule 51.25 Is Refrigerating Machinery fitted for cargo purposes  
 Trade for which Vessel is intended Towing Services Is Electric Light fitted

**ENGINES, &c.**—Description of Engines Triple expansion, surface condensing Revs. per minute 150  
 Dia. of Cylinders 10" 17" 27" Length of Stroke 18" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 5 1/2" Crank pin dia. 5 1/2" Mid. length breadth 10" Thickness parallel to axis 3 3/8"  
 as fitted 5 1/2" Crank webs 3 3/8" shrunk Thickness around eye-hole 2 1/4"  
 Intermediate Shafts, diameter as per Rule 5 1/2" Thrust shaft, diameter at collars as per Rule 5 1/2"  
 as fitted 5 1/2" as fitted 5 1/2"  
 Tube Shafts, diameter as per Rule 5 3/8" Is the screw shaft fitted with a continuous liner No.  
 as fitted 5 3/8" as fitted 5 3/8"  
 Bronze Liners, thickness in way of bushes as per Rule 1/8" Thickness between bushes as per Rule 1/8" Is the after end of the liner made watertight in the  
 as fitted 1/8" as fitted 1/8" 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 Yes  
 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 Yes  
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube  
 shaft Yes If so, state type Huwart Length of Bearing in Stern Bush next to and supporting propeller 2'-2"  
 Propeller, dia. 7'-0" Pitch 8'-6" No. of Blades 4 Material C.I. whether Moveable No. Total Developed Surface 19.7 sq. feet  
 Feed Pumps worked from the Main Engines, No. 1 Diameter 2" Stroke 9" Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. 1 Diameter 2" Stroke 9" Can one be overhauled while the other is at work Yes  
 Feed Pumps { No. and size not stated Pumps connected to the { No. and size not stated  
 { How driven not stated Main Bilge Line { How driven not stated  
 Ballast Pumps, No. and size not stated Lubricating Oil Pumps, including Spare Pump, No. and size None  
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room Yes  
 In Pump Room Yes In Holds, &c. Yes

**Main Water Circulating Pump Direct Bilge Suctions, No. and size** 1, 2" **Independent Power Pump Direct Suctions to the Engine Room Bilges,**  
 No. and size 1, 2" 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  
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Yes  
 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  
 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  
 What Pipes pass through the bunkers Yes How are they protected Yes  
 What pipes pass through the deep tanks Yes 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 Yes

**MAIN BOILERS, &c.**—(Letter for record 1) Total Heating Surface of Boilers 1035.85 sq. ft.  
 Is Forced Draft fitted No. No. and Description of Boilers 1, S.B. Working Pressure 180 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?  
 IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

Are the donkey boiler intended to be used for domestic purposes only  
**PLANS.** Are approved plans forwarded herewith for Shafting 23/8/39 Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes  
 (If not state date of approval) 31/8/39 Superheaters Yes General Pumping Arrangements Yes 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 1 Safety valve spring. 2 valve lids for main feed check.

The foregoing is a correct description,  
 FOR AND ON BEHALF OF  
**PLENTY & SON, LIMITED**

Manufacturer.

*E. Davis*  
Director & Secretary



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Lloyd's Register  
Foundation

1939: Dec 8

During progress of work in shops - - 1940: Jan 2, 16 Feb 1, 29 Mar 7, 14, 21

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits 8 (in shops)

Dates of Examination of principal parts—Cylinders 29.2.40. Slides 29.2.40. Covers 29.2.40.  
 Pistons 14.3.40 Piston Rods 14.3.40 Connecting rods 14.3.40  
 Crank shaft 16.2.40 Thrust shaft 16.1.40 Intermediate shafts 2.1.40  
 Tube shaft - Screw shaft 2.1.40 Propeller 2.1.40  
 Stern tube 2.1.40 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 S Identification Mark 9985 WTM Thrust shaft material S Identification Mark 4707 TDS  
 Intermediate shafts, material S Identification Marks 4706 TDS Tube shaft, material - Identification Mark  
 Screw shaft, material S Identification Mark 4705 TDS 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 No. If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under special survey of tests materials + in accordance with approved plans. The material workmanship are good.

The machinery has been dispatched to Bristol for installation in the vessel.

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 ... £ 2 : - : When applied for,  
 Special 7/8 Fee ... £ 6 : - : 1- APR 1940  
 Donkey Boiler Fee ... £ : : : When received,  
 Travelling Expenses (if any) £ 3 : 2 : 10 20-5-1940

*W. D. H.*

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 14 JUN 1940

Assigned

See Brs. S.E. 14408



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