

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 21 July 1950 When handed in at Local Office 24 July 1950 Port of LONDON Received at London Office 26 SEP 1950

No. in Survey held at PETERBOROUGH Date, First Survey 29<sup>th</sup> May, 1950 Last Survey 21<sup>st</sup> June 1950  
 Reg. Book. 90237 on the M/V "ATHELBEACH" (Number of Visits 3) Tons { Gross 7533  
 Supplement<sup>n</sup> Built at Newcastle By whom built Hawthorn Leslie & Co. Ltd. Yard No. 700 Net 4156  
 GENERATING Engines made at PETERBOROUGH By whom made Messrs. Peter Brotherhood Engine Nos 11300A When made 1950  
11300B Boilers made at WALLSEND ON TYNE By whom made NORTH EASTERN MAR. ENG. CO. Boiler No. 3195 When made 1950  
 Registered Horse Power 50 KW each Owners ATHEL LINE LD. Port belonging to LIVERPOOL  
 Nom. Horse Power as per Rule 3.5 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted YES  
 Trade for which Vessel is intended OPEN SEA SERVICE

ENGINES, &c.—Description of Engines Vertical compound 7 3/4" + 12" V Revs. per minute 500  
 Dia. of Cylinders 7 3/4" HP 12" LP Length of Stroke 6" No. of Cylinders TWO No. of Cranks TWO  
 Crank shaft, dia. of journals as per Rule approved as fitted 3 1/2" Crank pin dia. 3 1/2" Crank webs Mid. length breadth 6 3/4" block type Thickness parallel to axis 1 3/4"  
 as fitted 3 1/2" Mid. length thickness 1 3/4" Thickness around eye-hole 1 3/4"  
 Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted  
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { tube } shaft fitted with a continuous liner { screw }  
 Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the 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 Is an approved Oil Gland or other appliance fitted at the after end of the tub  
 If two liners are fitted, is the shaft lapped or protected between the liners Length of Bearing in Stern Bush next to and supporting propeller  
 shaft If so, state type whether Moveable Total Developed Surface sq. feet  
 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 one 1 1/2" DIA x 2 stroke, 4.4 gal/min  
 How driven Main Bilge Line How driven one 1 1/2" DIA x 2 stroke, 4.4 gal/min  
 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 to both 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 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 domestic purposes only  
 PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers  
 (If not state date of approval) Crankshaft approved by letter 25-4-50 to P.B.  
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

## SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied 1-off each top and bottom end brasses; 3-off main bearing  
brasses; 1-off each HP and LP piston rings; 2-off governor weight springs; 1-off governor  
regulating spring.

For PETER BROTHERHOOD LTD.  
 The foregoing is a correct description.

*A. J. Bellamy*  
 DIRECTOR.

Manufacturer.



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 Foundation

004387-004393-0215



29-5-50 9.6.50  
21-6-50

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 3 (in shops)

Dates of Examination of principal parts—Cylinders 29-5-50 Slides 29-5-50 Covers 29-5-50

Pistons 29-5-50 Piston Rods 21-6-50 Connecting rods 21-6-50

Crank shaft 21-6-50 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 SM Steel Identification Mark 956 TDS 25-10-48 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 No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. These two generating engines have been built under survey in accordance with the approved plans and the requirements of the Rules. Steel used in their manufacture has been made at Works approved by the Committee and under the supervision of the Society's surveyors. The workmanship is good, and the engines are, in our opinion, eligible to be installed in a vessel classed with the Society

Satisfactory running tests and governor trials were held and witnessed at the Makers' Works of both engines coupled to their generators

Engine No 11300A is coupled to Generator No 41096 } made by Messrs.

" " No 11300 B " " " " No 41097 } Sunderland Forge Dynam

SURVEY OF MACHINERY. NEWCASTLE-ON-TYNE

The Generator Engines referred to herein have been satisfactorily installed in M/V "Athelbeach", examined under working conditions, and governors tried under full load with satisfactory results.

W. Butler  
Newcastle.

The amount of Entry Fee ... £ : : When applied for,

Special ... £ 8 : 0 : 0 24 July 1950

Donkey Boiler Fee ... £ : : When received,

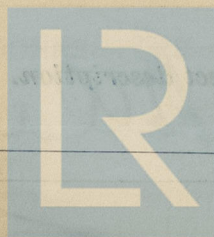
Travelling Expenses (if any) £ 3 19 : 9 19

B.S. Bielawski & ACW.  
Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute

FRI. 13 OCT 1950

Assigned See Minute on L.B. Rpt.



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