

GENERATING

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 20 June 1945 When handed in at Local Office 20 July 1945 Port of London

No. in Survey held at Bedford Date, First Survey 1945 Last Survey 29 May 1945
 Reg. Book NORHVAL (Number of Visits 7) Tons ^{Gross} 13830
 on the NORHVAL ^{Net} 7401

Built at Thirlatorough By whom built Jurress S. B. Co Ltd Yard No. 388 When built 1945

Engines made at Bedford By whom made W. H. Allen Sons & Co Engine No. R2/S1837 When made 1945

Boilers made at Bedford By whom made 75 K.W. Ltd. Boiler No. - When made -

Registered Horse Power - Owners - Port belonging to -

Nom. Horse Power as per Rule - Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted yes

Trade for which vessel is intended -

ENGINES, &c.—Description of Engines Driving Elec. Gen Sets Compound Revs. per minute 500

Dia. of Cylinders 7 1/2" HP. 15" L.P. Length of Stroke 6 1/2" No. of Cylinders 2 No. of Cranks 2

Crank shaft, dia. of journals as per Rule Crank pin dia. 3 1/2" Crank webs Mid. length breadth 2 3/8" x 5 1/2" Thickness parallel to axis shrunk
as fitted 3 7/8" + 3 3/4" Mid. length thickness " 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

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 propeller boss -
as fitted as fitted 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 - 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 - Pumps connected to the { No. and size - }
 { 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 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 man-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)

Superheaters - General Pumping Arrangements - Oil fuel Burning Piping Arrangements -

SPARE GEAR.

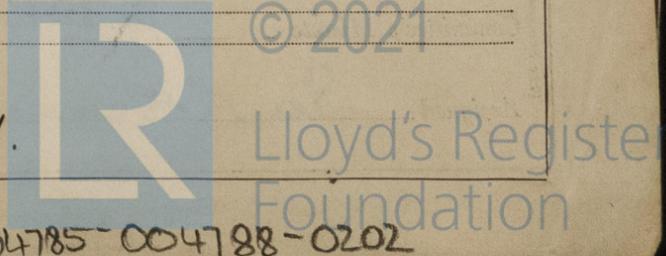
Has the spare gear required by the Rules been supplied -

State the principal additional spare gear supplied -

Two crosshead bolts; 2 bottom end bolts; 2 main bearing bolts; 1 set of coupling bolts; 2 brush holders & 1 set of brushes for dynamo.

The foregoing is a correct description.

H. Pledge for W. H. Allen Sons & Co. Manufacturer. Bedford.



Dates of Survey while building:

- During progress of work in shops: 1945. Feb. 16. 20. March 23. April 23. May 1. 24. 29.
- During erection on board vessel: - - -
- Total No. of visits: 7

Dates of Examination of principal parts—Cylinders 1.5.45 Slides 1.5.45 Covers 1.5.45
 Pistons _____ Piston Rods _____ Connecting rods 23.4.45
 Crank shaft 23.4.45 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 Steel Identification Mark 14.07/DS 22.4.45 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.) The steam generator set was constructed under Special Survey in accordance with the requirements of the Rules and approved plans; the steel was made at works approved by the Committee; the workmanship is good & on completion the set was tested upon the bench under full & overload conditions with satisfactory results.
The set has been dispatched to Middlesbrough for fitting on board 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	... £	:	:	When applied for,
Special	... £	10	- 10 - 0	20 July 1945
Donkey Boiler Fee	... £	:	:	When received,
Travelling Expenses (if any)	£	5	: 2 : 2	19

R. W. Cornhill
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____ FRI. 15 FEB 1946
 Assigned See F.R. Machy apt

