

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report, 28-7-1951 When handed in at Local Office 28-7-1951 Port of GLASGOW

No. in Survey held at RENFREW Date, First Survey 10<sup>th</sup> Aug. 1950 Last Survey 29<sup>th</sup> May 1951

Reg. Book RENFREW on the Goddybeach (Number of Visits 8)

Built at DUNDEE By whom built CALEDON SHIPBUILDING CO Yard No. 474 When built

Engines made at RENFREW By whom made LOBNITZ & CO Engine No. B. 1471 When made 1951

Boilers made at Dunfermline By whom made Caledon S&E Boiler No. 474 When made

Registered Horse Power 1750 Owners

Nom. Horse Power as per Rule 400 Is Refrigerating Machinery fitted for cargo purposes

Trade for which vessel is intended Is Electric Light fitted

ENGINES, &c.—Description of Engines TRIPLE EXPANSION Revs. per minute 224

Dia. of Cylinders 16"-24 1/2" - 43 1/2" Length of Stroke 21" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 8.26 Crank pin dia. 9 1/2" Mid. length breadth 18 1/4" Thickness parallel to axis 4 1/4"

Intermediate Shafts, diameter as fitted as approved Thrust shaft, diameter of collars as per Rule

Tube Shafts, diameter as fitted Screw Shaft, diameter as fitted Is the (tube screw) shaft fitted with a continuous liner

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

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

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

Feed Pumps worked from the Main Engines, No. No Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. No Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps No. and size How driven Pumps connected to the Main Bilge Line No. and size 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 both to Main Bilge Pumps and Auxiliary

Bilge Pumps:—In Engine and Boiler Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges

Are all the Bilge Suction Pipes in holds and tunnel well fitted with steam 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 4530

Which Boilers are fitted with Forced Draft Yes Which Boilers are fitted with Superheaters

No. and Description of Boilers Working Pressure 250 lbs

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 other than domestic purposes

PLANS. Are approved plans forwarded herewith for Shafting Yes (Crank) Main Boilers Auxiliary Boilers Donkey Boilers

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

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.

For LOBNITZ & COMPANY, LTD.

*John Low*  
Director.

Manufacturer.



© 2021

Lloyd's Register Foundation

During progress of work in shops - - - <sup>10/8/50, 17/8/50, 2/11/50, 7/11/50, 23/2/51, 2/3/51, 23/3/51, 29/5/51</sup>  
 Dates of Survey while building  
 During erection on board vessel - - -  
 Total No. of visits 8

Dates of Examination of principal parts - Cylinders <sup>HP</sup> 2/11/50 <sup>LP</sup> 7/11/50 <sup>LP</sup> 23/2/51 <sup>Covers</sup> 2/11/50, 7/11/50, 23/2/51  
 Pistons 23/2/51 Piston Rods 23/2/51 Connecting rods 23/2/51  
 Crank shaft 2/3/51 Thrust shaft Intermediate shafts  
 Tube shaft Screw shaft Propeller  
 Stern tube Engine and boiler seatings Engines holding down bolts  
 Completion of fitting sea connections Boilers fixed Engines tried under steam  
 Completion of pumping arrangements Thickness of adjusting washers  
 Main boiler safety valves adjusted Identification Mark <sup>20665</sup> Thrust shaft material Identification Mark  
 Crank shaft material STEEL Identification Mark <sup>20665</sup> Tube shaft, material Identification Mark  
 Intermediate shafts, material Identification Marks Test pressure Date of Test  
 Screw shaft, material Identification Mark Steam Pipes, material Is the flash point of the oil to be used over 150° F.  
 Is an installation fitted for burning oil fuel  
 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 engines have been constructed under Special Survey in accordance with the approved plans & the secretary's letters. The materials and workmanship are sound & good. In my opinion the engine is eligible for record. + h.m.c. The engine has been sent to Dundee for installation on board the vessel.

The above engine has been installed on board the R.F.A. "EDDYBEACH" and has been satisfactorily tested under full working conditions.  
 R. W. Skinner  
 7-12-51.

The amount of Entry Fee <sup>2/5</sup> £ 58 : - : - :  
 Special Specification 58 : - : - :  
 Donkey Boiler Fee ... £ : : :  
 Travelling Expenses (if any) £ : : :  
 When applied for, 27. 11. 51  
 When received, 19.

James C. Murray  
 Engineer Surveyor to Lloyd's Register of Shipping.

Date GLASGOW 21 AUG 1951

Committee's Minute Deferred for completion

Certificate sent to...  
 The Surveyor are requested not to write on or below the space for Committee's Minute.

