

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office **25 MAY 1954**

Writing Report **2 APR 1954** 19 When handed in at Local Office **2 APR 1954** Port of **London**  
 Survey held at **Hewbury Berks** Date, First Survey **28. 5. 53.** Last Survey **14. 10. 1953.**  
 (Number of Visits **14**)  
 Book on the **PATFINDER** Tons (Gross) \_\_\_\_\_ (Net) \_\_\_\_\_  
 at By whom built **Turner, J. S. White & Co Ltd** Yard No. **1975** When built \_\_\_\_\_  
 es made at **Hewbury** By whom made **Turner, Plenty & Sons** Engine No. **2895** When made **1953.**  
 s made at \_\_\_\_\_ By whom made \_\_\_\_\_ Boiler No. \_\_\_\_\_ When made \_\_\_\_\_  
 ired Horse Power **700 (350 each engine)** Owners \_\_\_\_\_ Port belonging to \_\_\_\_\_  
 T.N. \_\_\_\_\_ Is Refrigerating Machinery fitted for cargo purposes \_\_\_\_\_ Is Electric Light fitted \_\_\_\_\_  
 for which vessel is intended \_\_\_\_\_

ES, &c.—Description of Engines **Twin triple inverted surface condensing** Revs. per minute **150**  
 of Cylinders **10 1/2, 17 1/2, 27 1/2** Length of Stroke **18"** No. of Cylinders **3 per set** No. of Cranks **3 per set**  
 shaft, dia. of journals as per Rule \_\_\_\_\_ as fitted **5 1/2"** Crank pin dia. **5 1/2"** Crank webs Mid. length breadth **10 1/2"** Thickness parallel to axis **3 1/2"**  
 as fitted \_\_\_\_\_ Mid. length thickness **3 1/2"** shrunk Thickness around eye-hole **2 1/2"**

mediate Shafts, diameter as per Rule \_\_\_\_\_ as fitted **5 1/4"** Thrust shaft, diameter at collars as per Rule \_\_\_\_\_ as fitted **5 1/2"**  
 Shafts, diameter as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ Screw Shaft, diameter as per Rule \_\_\_\_\_ as fitted **6 1/4"** Is the { tube / screw } shaft fitted with a continuous liner { \_\_\_\_\_ }

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 \_\_\_\_\_  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner \_\_\_\_\_  
 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 \_\_\_\_\_  
 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 \_\_\_\_\_

er, dia. **7-3"** Pitch **9-3"** No. of Blades **4** Material **Brass** whether Moveable **Solid** Total Developed Surface **165** sq. feet  
 Pumps worked from the Main Engines, No. \_\_\_\_\_ Diameter \_\_\_\_\_ Stroke \_\_\_\_\_ Can one be overhauled while the other is at work \_\_\_\_\_  
 Pumps worked from the Main Engines, No. \_\_\_\_\_ Diameter \_\_\_\_\_ Stroke \_\_\_\_\_ Can one be overhauled while the other is at work \_\_\_\_\_

No. and size \_\_\_\_\_ Pumps connected to the Main Bilge Line { No. and size / How driven } \_\_\_\_\_  
 How driven \_\_\_\_\_ Lubricating Oil Pumps, including Spare Pump, No. and size \_\_\_\_\_  
 independent means arranged for circulating water through the Oil Cooler \_\_\_\_\_ Suctions, connected both to Main Bilge Pumps and Auxiliary \_\_\_\_\_

Pumps:—In Engine and Boiler Room \_\_\_\_\_ In Holds, &c. \_\_\_\_\_  
 Water Circulating Pump Direct Bilge Suctions, No. and size **1. 5"** Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, \_\_\_\_\_  
 size \_\_\_\_\_ Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes \_\_\_\_\_

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 \_\_\_\_\_  
 Sea Connections fitted direct on the skin of the ship \_\_\_\_\_ Are they fitted with Valves or Cocks \_\_\_\_\_  
 ey 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 \_\_\_\_\_  
 ey 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 \_\_\_\_\_  
 Pipes pass through the bunkers \_\_\_\_\_ How are they protected \_\_\_\_\_  
 pipes pass through the deep tanks \_\_\_\_\_ Have they been tested as per Rule \_\_\_\_\_

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times \_\_\_\_\_  
 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 \_\_\_\_\_  
 rtment to another \_\_\_\_\_ Is the Shaft Tunnel watertight \_\_\_\_\_ Is it fitted with a watertight door \_\_\_\_\_ worked from \_\_\_\_\_

BOILERS, &c.—(Letter for record \_\_\_\_\_) Total Heating Surface of Boilers \_\_\_\_\_ Which Boilers are fitted with Superheaters \_\_\_\_\_  
 Boilers are fitted with Forced Draft \_\_\_\_\_ Working Pressure **200 lb/sq. in.**

nd Description of Boilers \_\_\_\_\_  
**REPORT ON MAIN BOILERS NOW FORWARDED?** \_\_\_\_\_  
**DONKEY BOILER FITTED?** \_\_\_\_\_ If so, is a report now forwarded? \_\_\_\_\_  
 donkey boiler be used for other than domestic purposes \_\_\_\_\_

NS. Are approved plans forwarded herewith for Shafting **8. 10. 52.** Main Boilers \_\_\_\_\_ Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
 (If not state date of approval) \_\_\_\_\_  
 heaters \_\_\_\_\_ General Pumping Arrangements \_\_\_\_\_ Oil fuel Burning Piping Arrangements \_\_\_\_\_

**SPARE GEAR.**  
 e spare gear required by the Rules been supplied \_\_\_\_\_  
 he principal additional spare gear supplied \_\_\_\_\_

Shipp \_\_\_\_\_

The foregoing is a correct description.

*James S. Miller*  
Director & Secretary

Manufacturer.



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1953. 28 MAY. 11. 25 JUNE 9. 16. 23. 28 JULY. 13. 20. 27. AUG. 10. 24 SE  
 During progress of work in shops -- { 1. 14 OCT.  
 Dates of Survey while building {  
 During erection on board vessel --- {  
 Total No. of visits

11/6 27/8 1/10  
*what about these dates*

Dates of Examination of principal parts—Cylinders 25/6 9/7. 28/7 13/8 Slides Covers  
 Pistons 16/7. Piston Rods 10/9. Connecting rods 23/7. 14/10  
 Crank shaft 24/9. Thrust shaft Intermediate shafts  
 Tube shaft Screw shaft 20/8. Propeller  
 Stern tube 12/3. 26/3. 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. M. Steel Identification Mark: S 7020 GH 14.4.53 Thrust shaft material Identification Mark  
 Intermediate shafts, material S. M. Steel Identification Marks 7293/4 28.5.53 Tube shaft, material Identification Mark  
 Screw shaft, material S. M. Steel Identification Mark: 7292 26.6.53 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 pair of handed engines has been built under survey from plans approved by the Society and in accordance with the Requirements of the Rules & the Secretamp letters. Steel used in its construction has been at works approved by the Committee & under the supervision of their surveyors. The workmanship is good & the engines are in our opinion eligible for the notation L.M.C (with date) when satisfactorily installed & listed in the vessel intended*

The amount of Entry Fee ... £ 24 : 0 : 0 When applied for,  
 Special ... £ : : : 1-5 APR 1954  
 Donkey Boiler Fee ... £ : : : When received,  
 Travelling Expenses (if any) £ 7 : 11 : 6 19

*201.*  
*No L. Puthurst*  
*R. Donald Barlane R.C. Wedgway*  
 Engineer Surveyor to Lloyd's Register of Shipping.

THURSDAY 17 JUN 1954

Date  
 Committee's Minute *See Rpt. 4.*

Certificate to be sent to  
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

