

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 28 AUG 1941

Date of writing Report 27-8-1941 When handed in at Local Office 27-8-1941 Port of Leith
 No. in Survey held at Burntisland Date, First Survey 9-6-41 Last Survey 24-8-1941
 Reg. Book. 89323 on the S.S. "NORTON" (Number of Visits 9)
 Built at Burntisland By whom built Burntisland J. B. Co. Ltd. Yard No. 248 Tons { Gross 7195
 Engines made at Glasgow By whom made J. Rowan & Co. Ltd. Engine No. 1044 Net 5331
 Boilers made at Glasgow By whom made J. Rowan & Co. Ltd. Boiler No. 1044 When made 1941
 Registered Horse Power 468 Owners R. Chapman & Son. Port belonging to Newcastle
 Nom. Horse Power as per Rule 468 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Revs. per minute 75 (LIGHT SHIP)
 Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks
 Crank shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
 as fitted Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted Tube Shafts, diameter as per Rule Screw Shaft, diameter as fitted Is the tube shaft fitted with a continuous liner {
 as fitted Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the
 propeller boss If the liner is in more than one length 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 shaft 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
 shaft If so, state type 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 Main Bilge Line No. and size How driven
 Ballast Pumps, No. and size one, 9" x 12" x 12" 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 2 PORT & 1 STAR at 3" dia. In Holds, &c. N°1 Hold 1 P. 1 S. = 3" dia. N°2 Hold 1 P. 1 S. = 3 1/2" dia.
N°3 Hold 1 P. 1 S. = 2 1/2" dia. N°4 Hold 1 P. 1 S. = 3 1/2" dia. & 1 P. 1 S. = 3" dia. N°5 Hold 1 P. 1 S. = 2 1/2" dia. Hold Well Suction = 2 1/2" dia.
TUNNEL WELL SUCTION = 2 1/2" DIA.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size one at 8" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size one at 5" dia. 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 Yes.
 Are all Sea Connections fitted direct on the skin of the ship Yes. Are they fitted with Valves or Cocks Both MAIN BELOW
 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 OTHERS ABOVE.
 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 Yes.
 What Pipes pass through the bunkers Bilge Suctions How are they protected Wood ceiling
 What pipes pass through the deep tanks 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 No. 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?

Can the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting (If not state date of approval)

Superheaters

General Pumping Arrangements

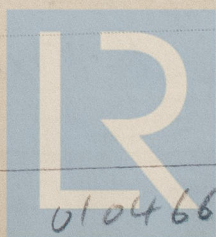
Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes.State the principal additional spare gear supplied List attached.

The foregoing is a correct description.

Manufacturer.



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Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits 9.

Dates of Examination of principal parts—Cylinders
Pistons
Crank shaft
Tube shaft
Stern tube in place 12-6-41
Completion of fitting sea connections 26-6-41
Completion of pumping arrangements 18-8-41
Main boiler safety valves adjusted 18-8-41
Crank shaft material
Intermediate shafts, material
Screw shaft, material
Is an installation fitted for burning oil fuel No.
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 No.
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 Yes.
General Remarks (State quality of workmanship, opinions as to class, &c.)

This machinery - Glasgow Report No. 64171 has been efficiently fitted on board, the materials and workmanship being sound and good. On completion, the safety valves were adjusted to 220 lbs/sq in and the Main and Auxiliary machinery were tried under working conditions at sea and found satisfactory. This machinery in my opinion, is in a safe working condition and eligible to be classed in the Register Book with the notation of L.M.C. 8-41, T.S.C.L., F.I.

The amount of Entry Fee ... £ 19 : 1 : 0
Special ... £ 24-8-1941
Donkey Boiler Fee ... £
Travelling Expenses (if any) £ 1 : 8 : 6

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 12 SEP 1941

Assigned

L.M.C. 8.41

J.D. C.A.



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