

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

11 JUL 1948

Date of writing Report 19 When handed in at Local Office 19 Port of Liverpool

No. in Survey held at LYTHAM. Date, First Survey 28/12/45 Last Survey 3/5/1948.

Reg. Book 37021 on the S.S. "HAZELFIELD" (Number of Visits 14) Tons { Gross 692 Net 324

Built at LYTHAM. By whom built LYTHAM SHIPBUILDING & ENG^E CO. LD. Yard No. 889 When built 1948

Engines made at Do By whom made Do Engine No. 559 When made 1948

Boilers made at Do By whom made Do Boiler No. 560 When made 1948

Registered Horse Power 1146 Owners ZILLAH SHIPPING & CARRYING CO. LD. Port belonging to LIVERPOOL.

Nom. Horse Power as per Rule 1146 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted YES.

Trade for which vessel is intended COASTING.

ENGINES, &c.—Description of Engines TRIPLE EXPANSION INVERTED. Revs. per minute 116

Dia. of Cylinders 13 1/4 22 1/2 38 Length of Stroke 24 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals 7 1/4 as per Rule 7 1/4 Crank pin dia. 7 1/4 Mid. length breadth 9 1/2 Thickness parallel to axis 4 3/4

as fitted 7 1/4 Crank webs 4 3/4 Mid. length thickness 4 3/4 shrunk Thickness around eye-hole 3 1/8

Intermediate Shafts, diameter 7 1/4 as per Rule 7 1/4 Thrust shaft, diameter at collars 14 x 2 1/2 as per Rule 7 1/4

as fitted 7 1/4 as fitted 14 x 2 1/2 Is the shaft fitted with a continuous liner No

Tube Shafts, diameter 7 1/4 as per Rule 7 1/4 Screw Shaft, diameter 8 1/2 as per Rule 8 1/2

as fitted 7 1/4 as fitted 8 1/2 Is the shaft fitted with a continuous liner No

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 YES

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

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 YES

If two liners are fitted, is the shaft lapped or protected between the liners YES Is an approved Oil Gland or other appliance fitted at the after end of the tube at YES If so, state type UNITED STATES METALLIC PACKING CO. Length of Bearing in Stern Bush next to and supporting propeller 3'-2"

Propeller, dia. 9'-9" Pitch 9' MEAN. No. of Blades 4 Material CAST IRON whether Moveable No. Total Developed Surface 28 1/4 sq. feet

Feed Pumps worked from the Main Engines, No. NONE Diameter 2 1/2 Stroke 12 Can one be overhauled while the other is at work YES

Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/2 Stroke 12 Can one be overhauled while the other is at work YES

Feed Pumps { No. and size 2 6 1/2 x 4 1/2 x 12 SIMPLEX Pumps connected to the { No. and size 2 1 BALLAST 1 HAND. How driven STEAM. Main Bilge Line { How driven ENG. DRIVEN. STEAM. 8 x 8 x 8 DUPLEX 4' x 6"

Ballast Pumps, No. and size 1 8 x 8 x 8 DUPLEX. Lubricating Oil Pumps, including Spare Pump, No. and size NONE.

Are two independent means arranged for circulating water through the Oil Cooler YES Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room 1-3" 2-2 1/2" 2 1-2 1/2" ONLY BILGE.

In Pump Room NONE. In Holds, &c. 2-2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-3 1/2 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-3

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 VALVES & COCKS.

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 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 NONE. How are they protected YES

What pipes pass through the deep tanks NONE. 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 NONE Is it fitted with a watertight door YES worked from YES

MAIN BOILERS, &c.—(Letter for record SB(S)) Total Heating Surface of Boilers 1753 ft²

Which Boilers are fitted with Forced Draft MAIH. Which Boilers are fitted with Superheaters NONE

No. and Description of Boilers ONE. MARINE SCOTCH TYPE. Working Pressure 200 lb/sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES.

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? YES

Can the donkey boiler be used for domestic purposes only YES

PLANS. Are approved plans forwarded herewith for Shafting YES Main Boilers YES Auxiliary Boilers YES Donkey Boilers YES

(If not state date of approval)

Superheaters YES General Pumping Arrangements YES Oil fuel Burning Piping Arrangements YES.

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES

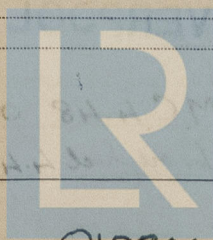
State the principal additional spare gear supplied YES

The foregoing is a correct description.

THE LYTHAM SHIPBUILDING AND
ENGINEERING COMPANY, LIMITED

A. Freudenthal

Manufacturer.



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Foundation

010846-010857-0258

28/12/45
During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 44

Dates of Examination of principal parts - Cylinders 14-4-47 & Valves Slides 14-4-47 & Valves Covers 14-4-47 & Valves
Pistons 14-4-47 & Valves Piston Rods 21-11-46 etc. Connecting rods 17-5-46 etc.
Crank shaft 4-1-46 etc. Thrust shaft 17-5-46 etc. Intermediate shafts ✓
Tube shaft ✓ Screw shaft 4-1-46 etc. Propeller 14-5-47
Stern tube 9-1-47 Engine and boiler seatings 23-6-47 Engines holding down bolts 15-12-47
Completion of fitting sea connections 17-8-47
Completion of pumping arrangements 1-4-48 Boilers fixed 21-11-47 Engines tried under steam 6-4-48.
Main boiler safety valves adjusted 1-4-48 Thickness of adjusting washers P 3/8 S 3/8
Crank shaft material Steel Identification Mark 2672 Ht. Thrust shaft material Steel Identification Mark 2692 Ht.
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Steel Identification Mark 2668 Ht. Steam Pipes, material Copper. Test pressure 400 lbs Date of Test 15-12-47
Is an installation fitted for burning oil fuel Yes. Is the flash point of the oil to be used over 150° F. Yes.
Have the requirements of the Rules for the use of oil as fuel been complied with Yes.
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No 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.) The machinery of this vessel has been built under Special Survey to approved plans in accordance with the Society's Rules. Materials and workmanship are good. It is installed, tried under working conditions and found satisfactory. It is eligible to be classed with record of +LMC.4.48. T. 3cy 13 1/4, 22 1/2, 38 - 24. Screws shaft O.G. Fitted for oil fuel 4.48. F.P. to be above 150° F.

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 ... £ 43 : 16 / = When applied for,
Special ... £ : : 7 JUL 1948
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ 8 : 12 / 5 19

Committee's Minute LIVERPOOL 13 JUL 1948

Assigned +LMC.4.48 O.G. F.D.
Fitted for oil fuel 4.48 F.P. above 150° F.

E. Butler
Engineer Surveyor to Lloyd's Register of Shipping.
H. Lindley & Son



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