

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 1 MAY 1942

Date of writing Report 9th APRIL 1942 When handed in at Local Office 9th APRIL 1942 Port of PLYMOUTH.
 No. in Survey held at PLYMOUTH Date, First Survey 8th JULY 1941 Last Survey 25th NOVEMBER 1941
 Reg. Book. 8129 on the S.S. "MARI II" (Number of Visits 20)
 Built at Haarlem By whom built N.V. Werf Conrad Yard No. ✓ Tons { Gross 1395
 Engines made at Hengelo By whom made Gibr. J. G. & Co. Engine No. ✓ Net 811
 Boilers made at do By whom made do Boiler No. ✓ When built 1918
 INDICATED Registered Horse Power 900 Owners Ministry of War Transport Port belonging to Glasgow
 Nom. Horse Power as per Rule 133 118 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES
 Trade for which Vessel is intended General Cargo

ENGINES, &c.—Description of Engines Triple Expansion Three Cylinders Revs. per minute 96
 Dia. of Cylinders 17³/₄ - 28⁵/₈ - 47¹/₄ Length of Stroke 35¹/₁₆ No. of Cylinders THREE No. of Cranks THREE
 Crank shaft, dia. of journals as per Rule 10¹³/₁₆ Crank pin dia. 10¹³/₁₆ Crank webs Mid. length breadth 19⁵/₁₆ Thickness parallel to axis 6⁵/₁₆
 Intermediate Shafts, diameter as per Rule 9³/₁₆ Thrust shaft, diameter at collars as per Rule 10¹³/₁₆
 Tube Shafts, diameter as per Rule 11¹/₁₆ Screw Shaft, diameter as per Rule 11¹/₁₆ Is the { tube } shaft fitted with a continuous liner { YES
 Bronze Liners, thickness in way of bushes as per Rule 5⁵/₈ Thickness between bushes as fitted 5⁵/₈ 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 ✓
 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 shaft NO Length of Bearing in Stern Bush next to and supporting propeller 44⁹/₁₆
 Propeller, dia. 11' 9" Pitch ✓ No. of Blades 4 Material Cast Iron whether Moveable No Total Developed Surface sq. feet
 Feed Pumps worked from the Main Engines, No. TWO Diameter 2¹⁵/₁₆" Stroke 17²³/₃₂" Can one be overhauled while the other is at work NO
 Bilge Pumps worked from the Main Engines, No. TWO Diameter 3¹/₁₆" Stroke 17²³/₃₂" Can one be overhauled while the other is at work NO
 Feed Pumps { No. and size TWO - 5³/₄ x 4¹/₂ x 8" (Horizontal) Pumps connected to the { No. and size TWO MAIN ENGS. & ONE - 5³/₄ x 4¹/₂ x 8"
 { How driven STEAM Main Bilge Line { How driven STEAM
 Ballast Pumps, No. and size ONE - 5³/₄ x 4¹/₂ x 8" (Horizontal) 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 3 @ 2³/₄" in E.R. and 2 @ 2³/₄" in Boiler Room.
 In Holds, &c. 2 @ 2³/₄" in No. 1; 2 @ 2³/₄" in No. 2; 2 @ 2³/₄" in No. 3; 1 @ 2³/₄" in No. 4; 1 @ 2³/₄" in Tunnel Well

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 @ 2³/₄" 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.
 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 bunters NONE 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 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 YES worked from TOP PLATFORM.

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 15600 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers 2 S.B. Working Pressure 160 lbs. sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓
 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. State the articles supplied:—
 1 complete Bottom End Bearing. 1 complete Top End Bearing.
 1 set of Feed & Bilge Pump Valves & Gears. 1 set of Valves for Water End of Independent Pumps
 1 set of Air Pump Valves. 2 Valve Gears for Main Feed Check Valves. 1 set of Rings for A.P. Piston
 12 Boiler Tube Stoppers. One set of Fire bars for one furnace.
 a quantity of assorted Bolts, Studs & Nuts.

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

010982-01099100070

Date of writing

No. in Reg. Book. 28129 on

Master

Engines made

Boilers made
Name Registered

MULTIT

(Letter for

Boilers

No. of Cert

safety valves

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Description

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Dates of Survey while building

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Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft 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 Identification Mark Thrust shaft material Identification Mark

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material FORGED IRON Identification Mark 13944-11-10-41 Steam Pipes, material STEEL Test pressure 350 LBS Date of Test 6-10-41

Is an installation fitted for burning oil fuel NO 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

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 Machinery of this Vessel is in a good and efficient condition, and eligible in my opinion to be classed with notation L.M.C. 11, 41 and T.G.C.L.N 10, 41

Certificate to be sent to

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

The amount of Entry Fee ... £

Special ... £ 20-0-0

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for, 11-3-1942

When received, 4-4-1942

all right

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 23 JUN 1942

L.M.C. 11, 41 Subject

Assigned J(CX)N. 10.41