

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office  
 Date of writing Report 19 When handed in at Local Office 15th July 1949 Port of Sunderland  
 No. in Survey held at Sunderland Date, First Survey 1st October 1948 Last Survey 29th June 1949  
 Reg. Book (Number of Visits 4)  
 on the S.S. POOLE QUAY Tons { Gross 1366  
 Built at Sunderland By whom built Wm Pickersgill & Sons Ltd Yard No. 312 When built 1949  
 Engines made at Sunderland By whom made R.E. Marine Eng Co (1936) Ltd Engine No. 4199 4194 When made 1949  
 Boilers made at Sunderland By whom made R.E. Marine Eng Co (1936) Ltd Boiler No. 4199 4194 When made 1949  
 Registered Horse Power Owners Coastwise Traction Port belonging to London  
 Nom. Horse Power as per Rule 196 = MN Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Reciprocating Revs. per minute  
 Dia. of Cylinders 16", 25", 45" Length of Stroke 33" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals 9.279" as per Rule 9.279" as fitted 9.50" Crank pin dia. 9.75" Crank webs Mid. length breadth 16" Thickness parallel to axis 6"  
 Intermediate Shafts, diameter as per Rule — as fitted — Thrust shaft, diameter at collars as per Rule 9.279" as fitted 9.50"  
 Tube Shafts, diameter as per Rule — as fitted — Screw Shaft, diameter as per Rule 9.879" as fitted 10.25" Is the — screw shaft fitted with a continuous liner Yes  
 Bronze Liners, thickness in way of bushes as per Rule 5.978" as fitted 7.5" Thickness between bushes as per Rule 4.463" as fitted 6.875" 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  
 at No If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 4'-8"  
 Propeller, dia. 12'-6" Pitch 13'-2" No. of Blades 4 Material CI whether Moveable No Total Developed Surface 51 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 16 1/2" Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 16 1/2" Can one be overhauled while the other is at work Yes  
 Feed Pumps { No. and size 1 - 7" X 5" X 12" Pumps connected to the { No. and size 1 - 10" X 9" X 24" & 1 - 7" X 5" X 12"  
 How driven Steam Main Bilge Line How driven Steam & 2 M.E. pumps  
 Ballast Pumps, No. and size 1 - 10" X 9" X 24" 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 ER Hull 1 D 2 1/2" BR 2 D 2 1/2"  
 In Pump Room In Holds, &c. 1st Hold 2 D 2 1/2" No 2 Hold 2 D 2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 D 6" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,  
 No. and size 1 D 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 Direct on boxes 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 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 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 to tunnel Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 2950  
 Which Boilers are fitted with Forced Draft Main Which Boilers are fitted with Superheaters None  
 No. and Description of Boilers 2 S.E. Multitubular Working Pressure 220 lbs. 10"  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 IS A DONKEY BOILER FITTED? No 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 13-2-48 Main Boilers 6-8-47 Auxiliary Boilers — Donkey Boilers —  
 (If not state date of approval)

Superheaters — General Pumping Arrangements 30-7-48 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 NORTH EASTERN MARINE ENGINEERING CO. (1989) LTD.  
 The foregoing is a correct description.

RESIDENT MANAGER

Manufacturer.



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Lloyd's Register  
 Foundation

011378-011385-0201



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 14-2-49 Slides 24-2-49 Covers 14-2-49  
Pistons 24-2-49 Piston Rods 2-3-49 Connecting rods 24-2-49  
Crank shaft 24-12-48 Thrust shaft 20-4-49 Intermediate shafts -  
Tube shaft - Screw shaft 30-3-49 Propeller 13-4-49  
Stern tube 30-3-49 Engine and boiler seatings 22-4-49 Engines holding down bolts 5-5-49  
Completion of fitting sea connections 13-4-49  
Completion of pumping arrangements 10-6-49 Boilers fixed 2-5-49 Engines tried under steam 10-6-49  
Main boiler safety valves adjusted 10-6-49 Thickness of adjusting washers Port Bl. PV 3/32" SV 7/16" Star Bl. PV 3/8" SV 13/32"  
Crank shaft material Steel Identification Mark 4199 Thrust shaft material Steel Identification Mark 7179  
Intermediate shafts, material - Identification Marks - Tube shaft, material - Identification Mark -  
Screw shaft, material Steel Identification Mark 7130 Steam Pipes, material Steel Test pressure 660 lbs 10" Date of Test 22-4-49 to 24-5-49  
Is an installation fitted for burning oil fuel 20 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 yes If so, state name of vessel Poole Harbour  
General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed under Special Survey in accordance with the approved plans, Secretary's letter and the Requirements of the Rules.

The workmanship and materials are good  
The machinery has been efficiently fitted on board the vessel and tried under working conditions and found satisfactory and is eligible in my opinion for the Record of LMC 6-49.  
TS (CL) 2 SB 220 lbs 10" FD

NOTE: - This engine C4199 with all auxiliaries and boilers originally intended for J Crown & Sons C 229 has now been installed in Wm Pickersgill C 312 to suit building programme and is now numbered C 4194

A satisfactory sea trial was carried out on 29th June 1949.

The amount of Entry Fee ... £ : :  
Special ... £ 48 : 8 : 0  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, JUL 15 1949  
When received, 19

J. Grieve John Undergill  
Engineer Surveyor to Lloyd's Register of Shipping.

Date FRI. 5 AUG 1949

Committee's Minute LMC 6.49  
F.D. C.L. 2 SB 220 lb.