

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 30 NOV 1949

Date of writing Report 26/11/49 19 49 When handed in at Local Office 28-11- 19 49 Port of ANTWERP
 No. in Survey held at GHEENT Date, First Survey 1st August Last Survey 3rd NOVEMBER 1949
 Reg. Book B.C. 5468 on the S/S. TRINIDAD (GRT 110") (Number of Visits 6) Tons (Gross 54 Net 48)
 Built at THORNE By whom built RICHARD DUNSTON LTD Yard No. When built 1944-11
 Engines made at W. HARTAERPOOK By whom made CENTRAL MAR. ENG. WKS. Engine No. When made 1944
 Boilers made at DUNDEE By whom made CANEDON STE. B. LTD Boiler No. When made 1944
 Registered Horse Power Owners TRAFALGAR (WEST AFRICA) LTD Port belonging to ANTWERP
 Nom. Horse Power as per Rule 40 2MN Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted NO
 Trade for which vessel is intended

ENGINES, &c.—Description of Engines COMPOUND EXPANSION STEAM RECIPROCATING Revs. per minute
 Dia. of Cylinders 2 1/2" x 26" Length of Stroke 18" No. of Cylinders 2 No. of Cranks 2
 Crank shaft, dia. of journals as per Rule Mid. length breadth 2 1/8" Thickness parallel to axis
as fitted 5 3/8" Crank pin dia. 5 3/8" Crank webs shrunk Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
as fitted 5 3/8" as fitted 5 3/8"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner NO
as fitted as fitted 6" screw

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
as fitted as fitted 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 YES If so, state type NEWARK Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. 5'3" Pitch 7'0" No. of Blades 4 Material C.I. whether Moveable NO Total Developed Surface 11 sq. feet
 Feed Pumps worked from the Main Engines, No. ONE Diameter 2" Stroke 6" Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. ONE Diameter 3" Stroke 6" Can one be overhauled while the other is at work
 Feed Pumps No. and size ONE DUPLEX 5 1/2" x 3 1/2" x 6" Pumps connected to the Main Bilge Line No. and size ONE 6" x 4 1/4" x 6"
 How driven STEAM How driven STEAM + 1 M.E. TANK

Ballast Pumps, No. and size 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 ONE 2 1/2"
 In Pump Room In Holds, &c. ONE 2" FORWARD COMPARTMENT - ONE 2" AFTER COMPARTMENT

Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE 3" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size ONE 2 1/2" 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 STEEL BOXES Are they fitted with Valves or Cocks YES + 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
 What pipes pass through the deep tanks NONE 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 NO worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 706 sq. ft.
 Which Boilers are fitted with Forced Draft NONE Which Boilers are fitted with Superheaters NONE
 No. and Description of Boilers ONE SINGLE ENDED MULTITUBULAR Working Pressure 140 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?
 Can the donkey boiler be used for other than domestic purposes
 PLANS. Are approved plans forwarded herewith for Shafting 7/11/47 Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)

Superheaters General Pumping Arrangements 12/10/46 Oil fuel Burning Piping Arrangements
 SPARE GEAR.

Has the spare gear required by the Rules been supplied Stated by the Repairer to last time supplied. But no opportunity given to supply 22 spares in hand.
 State the principal additional spare gear supplied

No rule reqs for River & Harbour Service

The foregoing is a correct description.

Manufacturer.



© 2021

Lloyd's Register Foundation 01646-01656-0387

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

Date of writ
 No. in Reg. Book B.C.
 5168

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 Identification Mark 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 If so, state name of vessel

Master
 Engines m
 Boilers ma
 Nominal H

MULTI

Manufactu
 Total Hea
 No. and I
 Tested by
 Area of F
 Area of co
 In case of
 Smallest di
 Smallest di
 Largest in
 Thickness
 long. seams
 Percentage
 Percentage

General Remarks (State quality of workmanship, opinions as to class, &c. *These engines, were built to the requirements of the British Admiralty & British Corporation. The engine & auxiliary machinery, pumps etc. has been opened up and examined. The material and workmanship found of good standard. The machinery is eligible, in my opinion, to be given the record of 11/149 in the Register Book.*

Thickness o
 Material
 Length of
 Dimensions
 End plates
 How are sta
 Tube plates
 Mean pitch
 Girders to c
 t centre
 n each
 Tensile stren
 Pitch of stay
 Working pre
 thickness
 Pitch of stay
 Working pre

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	£	:	:	When applied for,
Special	£	:	:	10
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	10

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

Date FRI. 13 JAN 1950

Committee's Minute

