

No. 9906

Total No. of Vis

30. May draft fitted Yes ☒ No. and Description of Boilers Two Foster Wheeler W/T type Working Pressure 675 lbs.  
1, 22, 23, 24 Main Boilers now forwarded? Yes ☒ 'D' Marine  
 Total No. of Vis

012027-012031-0068



L.P. Steam Generator

Yes

Is { a Donkey  
an Auxiliary

Boiler fitted?

Yes

If so, is a report now forwarded?

Yes

L.P. Steam Generator  
Donkey Boilers 29-2

Is the donkey boiler intended to be used for domestic purposes only?

Main Boilers 14-1-53 Auxiliary Boilers

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

26-28th July 48, NY Oil Fuel Burning Arrangements

Superheaters 14-1-53

General Pumping Arrangements

Please see attached Calculation sheets from  
Date of approval General Electric Co.

Gear turbines  
situated aft.

Have torsional vibration characteristics of system been approved?

SPARE GEAR.

Has the spare gear required by the Rules been supplied?

Yes

State the principal additional spare gear supplied

DAVIE SHIPBUILDING & REPAIRING CO. LTD.

NAVAL ARCHITECT

The foregoing is a correct description.

Dates of Survey while building  
During progress of work in shops - 1953 April 24; May 6, 7.  
During erection on board vessel - 1953 April 16, 27; May 13; June 3, 4, 5, 8, 9, 10, 11, 15, 18, 23, 25, 26, 30; July 1, 3, 27.  
Aug. 5, 13, 17, 19, 21, 28; Sept. 1, 4, 8, 9, 11, 15, 16, 17, 21; Oct. 1, 2, 12, 14, 17, 20, 22, 23, 28, 29, 31  
Total No. of visits Nov. 2, 3, 6, 7, 9. 3 & 50 = 53

Dates of Examination of principal parts - Casings 24-4-53 Rotors 24-4-53 Blading 24-4-53 Gearing 6-5-53  
AB. 1-23-53 AB. 1-23-53 AB. 1-18-53  
Wheel shaft AB. 11-12-52 Thrust shaft Intermediate shafts 18-6-53 Tube shaft - Screw shaft 18-6-53

Propeller 23-6-53 Stern tube 18-6-53 Engine and boiler seatings 10-6-53 Engine holding down bolts 11-9-53  
Completion of fitting sea connections 2-7-53 Completion of pumping arrangements 7-11-53 Boilers fixed 29-8-53 Engines tried under steam 3-1

Main boiler safety valves adjusted 16-10-53 Thickness of adjusting washers No adjusting washers

Rotor shaft, Material and tensile strength O.H. Steel HP 122,000; L.P. 123,000 P.S.I. Identification Mark

Flexible Pinion Shaft, Material and tensile strength O.H.S. HS. L.P. 165,500; L.S. L.P. 149,000 PSI Identification Mark

Pinion shaft, Material and tensile strength O.H.S. HS. L.P. 160,000; L.S. L.P. 148,250 P.S.I. Identification Mark

; Chemical analysis

If Pinion Shafts are made of special steel state date of approval of chemical analyses, physical properties and heat treatment

1st Reduction Wheel Shaft, Material and tensile strength O.H.S. Steel H.S. L.P. 93,000 P.S.I. Identification Mark

Wheel shaft, Material Identification Mark AB. 4160. Deb 74 Thrust shaft, Material Identification Mark

Intermediate shafts, Material O.H. Steel Identification Marks 601 PEW. Tube shaft, Material Identification Marks

Screw shaft, Material O.H. Steel Identification Marks 601 PEW. Suppt. Carbon Moly seamless steel 1350  
Steam Pipes, Material 884. carbon seamless Test pressure

Date of test Aug. 5, 17, 19, 28; Sept. 4, 8, 11, 15, 17. 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 Oil Tanker If so, have the requirements of the Rules been complied with No

If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with No

Is this machinery a duplicate of a previous case If so, state name of vessel

General Remarks. (State quality of workmanship, opinions as to class, &c.) Please see attached Boston Rpt. No. 4472.

The Machinery of this Vessel has now been installed in this Vessel under Special Survey and in accordance approved plans, Secretary's Letters, and the Rules of this Society. Satisfactory River trials under full load

ditions were carried out and afterwards the Main Gearing and bearings were opened, examined, and closed in accordance

dition. The Gear case was stamped "Lloyd's Examined Qbc. 6-11-53 DH". The Boiler Safety Valves have been adjusted

under steam drums 675-670 lbs. Superheat 635 lbs. and locking nuts hardened up. The L.P. Steam Generator Safety

were adjusted to 125 lbs. The Safety Valves were tested for accumulation and found in conformity with the Rules

The workmanship and materials are good, and it is recommended for the favourable consideration of the Committee

this Vessel is eligible, in my opinion, for the record of H.M.C. 11, 53, with notations TS(CL). Fitted for oil

11, 53 F.P. above 150°F in the Register Book.

Note:- This Vessel has also been under Survey of the American Bureau of Shipping.

The amount of Entry Fee

Just. 4 March 3295.00 When applied for March 5 1954

Donkey Boiler Fee

When received.

Travelling Expenses (if any)

19

Committee's Minute

Assigned

LMC 11.53

2 WTb 675 lb. (Spt. 635 lb.)

CL.

Engineer Surveyor to Lloyd's Register of Shipping



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Foundation