

RECEIVED

Rpt 4.
07/1948

No. 34992



REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

53 NOV 1948

Date of writing Report 19 When handed in at Local Office 1st November 1948 Port of Sunderland

No. in Survey held at Sunderland Date, First Survey 14th May 1948 Last Survey 21st October 1948
Reg. Book. on the S S Denman (Number of Visits 30)

Built at — By whom built — Yard No. —

Engines made at Sunderland By whom made H E Marine Eng Co (1935) Ltd Engine No. 4204 When made 1948

Boilers made at — By whom made — Boiler No. — When made —

Registered Horse Power — Owners Australian Shipping Board Port belonging to —

Nom. Horse Power as per Rule — Is Refrigerating Machinery fitted for cargo purposes — Is Electric Light fitted —

Trade for which Vessel is intended —

ENGINES, &c. — Description of Engines Triple Expansion Reciprocating Revs. per minute

Dia. of Cylinders 18", 28 1/2", 52" Length of Stroke 36" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 10.367 Crank pin dia. 10.75 Crank webs Mid. length breadth 18.5" Thickness parallel to axis 6.75" 7.00"
as fitted 10.75 Mid. length thickness 2P 6.75 Thickness around eye-hole 5.375 5.75"
MP 7.00 PIN SHAFT

Intermediate Shafts, diameter as per Rule — Thrust shaft, diameter at collars as per Rule —
as fitted — as fitted —

Tube Shafts, diameter as per Rule — Screw Shaft, diameter as per Rule — Is the tube shaft fitted with a continuous liner? —
as fitted — as fitted —

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
as fitted — as fitted — propeller boss —

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? — If so, state type — Length of Bearing in Stern Bush next to and supporting propeller —

Propeller, dia. — Pitch — No. of Blades — Material — whether Movable — Total Developed Surface — sq. feet

Feed Pumps worked from the Main Engines, No. — Diameter — Stroke — Can one be overhauled while the other is at work? —

Bilge Pumps worked from the Main Engines, No. — Diameter — Stroke — Can one be overhauled while the other is at work? —

Feed Pumps { No. and size — Pumps connected to the Main Bilge Line { No. and size —
How driven — How driven —

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 to both Main Bilge Pumps and Auxiliary
Bilge Pumps; — In Engine and Boiler Room — In Pump Room — In Holds, &c. —

Main Water Circulating Pump Direct Bilge Suctions, No. and size — Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size — Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bores? —

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? —

Are all Sea Connections fitted direct on the skin of the ship? — Are they fitted with Valves or Cocks? —

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates? — Are the Overboard Discharges above or below the deep water line? —

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel? — Are the Blow Off Cocks fitted with a spigot and brass covering plate? —

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? —

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? — Is the Shaft Tunnel watertight? — Is it fitted with a watertight door? — worked from —

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

Is Forced Draft fitted? — No. and Description of Boilers — Working Pressure —

IS A REPORT ON MAIN BOILERS NOW FORWARDED? No

IS A DONKEY BOILER FITTED? — If so, is a report now forwarded? —

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

PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers — Auxiliary Boilers — Donkey Boilers —
(If not state date of approval) (Crankshaft)

Superheaters — General Pumping Arrangements — 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 1 - Main bearing (2 halves with liners) + 2 bolts with nuts

1 - Eccentric strap (2 halves white metal lined) with bolts

1 - Crosshead shoe

1 Complete set of springs for MP Piston

1 Complete set of springs for LP Piston

The foregoing is a correct description,

W. H. Joy
Manufacturer.



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Lloyd's Register
Foundation

012591-012597-0110

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1948 May 14 Jun 1.2.14.22 July 1.7.12.20 Aug 4.9.12.18.27 Sep 6.7.8.22.29 Oct 1.4.6.7.8.11(2) 13.15.19.21

Dates of Survey while building
 During progress of work in shops --
 During erection on board vessel ---
 Total No. of visits 30

Dates of Examination of principal parts—Cylinders HP 29-9-48 MP 4-10-48 LP 6-9-48 Slides 4-10-48 Covers 4-10-48
 Pistons 4-10-48 Piston Rods 27-8-48 Connecting rods 7-9-48
 Crank shaft 8-9-48 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 Steel Identification Mark 4204 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 no If so, state name of vessel —

General Remarks (State quality of workmanship, opinions as to class, &c.)
 This machinery 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.
 This machinery is now being transported to Australia

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

The amount of Entry Fee ... £ ? fee : When applied for, 19...
 Special ... £ : :
 Donkey Boiler Fee ... £ : : When received, 19...
 Travelling Expenses (if any) £ : : 19...

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

Committee's Minute Oct. 28 OCT 1949
 Assigned Su F.E. Welch opt.



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