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Rpt 4.
07/14/48

No. 34992



REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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main

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Date of writing Report

19

When handed in at Local Office

1st November 1948

Port of

Received at London Office

Sunderland

23 NOV 1948

No. in Survey held at

Sunderland

Date, First Survey 14th May 1948

Last Survey 21st October 1948

Reg. Book.

on the

S S Denman

Built at

By whom built

Yard No.

Tons } Gross
Net

When built

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"

Mid. length thickness 4P 8.75

MP 7.00

Thickness parallel to axis 6.75

7.00

Intermediate Shafts, diameter as per Rule

as fitted

Thrust shaft, diameter at collars as per Rule

as fitted

Tube Shafts, diameter as per Rule

as fitted

Screw Shaft, diameter as per Rule

as fitted

Is the tube

screw

shaft fitted with a continuous liner

Is

Bronze Liners, thickness in way of bushes as per Rule

as fitted

Thickness between bushes as per Rule

as fitted

Is the after end of the liner made watertight in the

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

How driven

Pumps connected to the

No. and size

Main Bilge Line

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-bones

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 (If not state date of approval)

yes (Crankshaft)

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

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. H. H.

Manufacturer.



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Lloyd's Register Foundation

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1948 May 14 Jun 1.2.14.22 July 1.4.12.20 Aug 4.9.12.18.27 Sep 6.7.8.22.29 Oct 1.4.6.7.8.12(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

Certificate to be sent to

The amount of Entry Fee ... £ ? fee : When applied for, 19

Special ... £ : : When received, 19

Donkey Boiler Fee ... £ : : 19

Travelling Expenses (if any) £ : : 19

Committee's Minute

28 OCT 1949

Assigned

Su F.E. Welch, rpt.

J Grieve

Engineer Surveyor to Lloyd's Register of Shipping.



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