

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report

19

When handed in at Local Office

9 - NOV 1931

Port of

Received at London Office

9 - NOV 1931

No. in Survey held at
Reg. Book.

Newbury

Date, First Survey

4th September

Last Survey

19th November 1931

(Number of Visits)

on the

Built at

Chester

By whom built

Messrs. J. Grichton & Co. Ltd.

Yard No.

518

Tons

Gross

Net

When built

1931

Engines made at

Newbury

By whom made

Messrs. J. Grichton & Co. Ltd.

Engine No.

2678

When made

1931

Boilers made at

Lowes & Co.

By whom made

Messrs. J. S. White & Co.

Boiler No.

555.S.

When made

1931

Registered Horse Power

57

Owners

Port belonging to

Nom. Horse Power as per Rule

57

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

No

Trade for which Vessel is intended

Harbour Launch.

ENGINES, &c.

Description of Engines

Steam Reciprocating, Triple Expansion.

Revs. per minute

180

Dia. of Cylinders

10 1/2 x 17 1/2 x 27 1/2

Length of Stroke

18"

No. of Cylinders

Three

No. of Cranks

Three

Crank shaft, dia. of journals

as per Rule 5.29"

as fitted 5 3/8"

Crank pin dia.

5 3/8"

Crank webs

Mid. length breadth 10"

Mid. length thickness 3 5/8"

shrink

Thickness parallel to axis 3 5/8"

Thickness around eye-hole 2 1/4"

Intermediate Shafts, diameter

as per Rule 5.039"

as fitted 5 1/8"

Thrust shaft, diameter at collars

as per Rule 5.526"

as fitted 5 3/8"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 4.625"

as fitted 4 3/8"

Is the

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 15/32"

as fitted

Thickness between bushes

as per Rule 3/16"

as fitted

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

made in one length

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

Yes

If two liners are fitted, is the shaft lapped or protected between the liners

No

If so, state type

No

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Yes

Propeller, dia.

6'-1"

Pitch

6'-0"

No. of Blades

3

Length of Bearing in Stern Bush next to and supporting propeller

22 3/8"

Material

Mang. Br.

Whether Moveable

Yes

Total Developed Surface

11

sq. feet

Pumps worked from the Main Engines, No.

None

Diameter

Stroke

Can one be overhauled while the other is at work

Yes

Pumps worked from the Main Engines, No.

One

Diameter

2"

Stroke

9"

Can one be overhauled while the other is at work

Yes

Pumps connected to the

Main Bilge Line

No. and size

One 4x4x5 Duplex

How driven

Steam

Lubricating Oil Pumps, including Spare Pump, No. and size

One 4x4x5

Independent means arranged for circulating water through the

Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

Pumps;—In Engine and Boiler Room

Three @ 2"

In Holds, &c.

Two @ 2"

Water Circulating Pump Direct Bilge Suctions, No. and size

One @ 2 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

d size

One @ 4"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

Yes

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

Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Yes

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

Yes

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes

How are they protected

By pipes

Have they been tested as per Rule

Yes

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Yes

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

space to another

Is the Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

worked from

Yes

BOILERS, &c. (Letter for record)

Total Heating Surface of Boilers

900 #

Working Pressure

200 lbs/sq

Draft fitted

Yes

No. and Description of Boilers

One, Water Tube

REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Yes

Donkey boiler intended to be used for domestic purposes only

Yes

Are approved plans forwarded herewith for Shafting

Main Boilers

Auxiliary Boilers

Donkey Boilers

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Yes

Spare gear required by the Rules been supplied

Yes

Principal additional spare gear supplied

Yes

The foregoing is a correct description,

FOR AND ON BEHALF OF

PLENTY & SON, LIMITED.

Manufacturer.

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Lloyd's Register

Foundation

Sep. 4. 10. 16 Oct 19.

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 *Sep. 4. 16 Oct 19* Slides *Sep 16 Oct 19* Covers *Sep. 16 Oct 19.*

Pistons *Sep. 4. 10 Oct 19.* Piston Rods *Oct 19* Connecting rods *Oct 19.*

Crank shaft *Sep 16 Oct 19.* Thrust shaft *Sep. 16 Oct 19.* Intermediate shafts *Sep 16.*

Tube shaft *Sep 16.* Screw shaft *Sep 16.* Propeller *Sep 16.*

Stern tube *Sep. 16.* Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections Boilers fixed Engines tried under steam

Completion of pumping arrangements Thickness of adjusting washers

Main boiler safety valves adjusted *Ident Steel* Identification Mark *CRH 30-7-31* Thrust shaft material *Ident Steel* Identification Mark *8942-6*

Intermediate shafts, material *Ident Steel* Identification Marks *P. 10-7-31 ABC 16-9* Tube shaft, material *Ident Steel* Identification Mark *8942-6*

Screw shaft, material *Ident Steel* Identification Mark *P. 10-7-31 ABC 16-9* 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 If so, have the requirements of the Rules been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, state name of vessel

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 which has been constructed under Special Survey to approved plans & rule requirements has been despatched to Chester for installation on board.

The Workmanship & material, so far as can be seen, is good and the Machinery, in my opinion, will be ship's for classification with the record of +LMC (with date when it is fitted on board together with spare parts and tried under working conditions

Certificate to be sent to

Liv 1/2 (for Installation) = £3:5:0

The amount of Entry Fee ... £

Special ... £

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

Committee's Minute

Assigned

When applied for, 9 - NOV 1931

When received, 19

21 Nov 1931

Arthur Palmer
Engineer Surveyor to Lloyd's Register of Ship



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