

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19... When handed in at Local Office 19... Port of Bristol

No. in Survey held at Brimscombe Date, First Survey... Last Survey 19...  
 Reg. Book. on the Abdela & Mitchell's Engines No. 1448. (Number of Visits...)

Built at Queanberry By whom built Abdela Mitchell. Yard No. 464 Tons } Gross  
 Engines made at Brimscombe By whom made Abdela - Mitchell Engine No. 1448 when made 1930 } Net  
 Boilers made at... By whom made... Boiler No. when made

Registered Horse Power... Owners... Port belonging to

Nom. Horse Power as per Rule 80 Is Refrigerating Machinery fitted for cargo purposes... Is Electric Light fitted

ENGINES, &c.—Description of Engines Inverted Compound Condensing

Dia. of Cylinders 18" & 38" Length of Stroke 27" Revs. per minute... No. of Cylinders 2 No. of Cranks 2

Dia. of Crank shaft journals as per rule... as fitted 8" Dia. of Crank pin 8" Crank webs Mid. length breadth 10 1/2" Thickness parallel to axis 6"  
 as fitted... Mid. length thickness 6" shrunk Thickness around eye-hole 3"

Diameter of Thrust shaft under collars as per rule... as fitted... Diameter of Tunnel shaft as per rule... as fitted... Diameter of Screw shaft as per rule... as fitted... Is the Screw shaft fitted with a continuous liner the whole length of the stern tube... Is the after end of the liner made watertight in the propeller boss.

If the liner is in more than one length are the joints burned... 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated

Pitch of Propeller... No. of Blades... State whether Moveable... Total Surface... square feet.

No. of Feed Pumps fitted to the Main Engines 1 Diameter of ditto 2 5/8" Stroke 13 1/2" Can one be overhauled while the other is at work

No. of Bilge Pumps fitted to the Main Engines 1 Diameter of ditto 2 5/8" Stroke 13 1/2" Can one be overhauled while the other is at work

Total number and size of power driven Feed and Bilge Auxiliary Pumps

No. and size of Pumps connected to the Main Bilge Line

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

Are two independent means arranged for circulating water through the Oil Cooler... No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room... and in Holds, &c.

No. and size of Main Water Circulating Pump Bilge Suctions... No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges

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

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 connections with the sea direct on the skin of the ship... Are they Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates... Are the Discharge Pipes 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 are carried through the bunkers... How are they protected

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 Screw 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?

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

PLANS. Are approved plans forwarded herewith for Shafting... Main Boilers... Auxiliary Boilers... Donkey Boilers

General Pumping Arrangements... Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied.—

Two top end bolts two bottom end bolts, two main bearing bolts (& nuts) One set of coupling bolts & nuts, one set of feed & bilge pump valves Assorted bolts & nuts, condenser tubes & junk ring bolts

The foregoing is a correct description

Manufacturer.



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

Dates of Examination of principal parts—Cylinders \_\_\_\_\_ Slides \_\_\_\_\_  
 Covers \_\_\_\_\_ Pistons \_\_\_\_\_ Rods \_\_\_\_\_  
 Connecting rods \_\_\_\_\_ Crank shaft \_\_\_\_\_ Thrust shaft \_\_\_\_\_  
 Tunnel shafts \_\_\_\_\_ Screw shaft \_\_\_\_\_ Propeller \_\_\_\_\_  
 Stern tube \_\_\_\_\_ Engine and boiler seatings \_\_\_\_\_ Engines holding down bolts \_\_\_\_\_  
 Completion of pumping arrangements \_\_\_\_\_ Boilers fixed \_\_\_\_\_ Engines tried under steam \_\_\_\_\_  
 Completion of fitting sea connections \_\_\_\_\_ Stern tube \_\_\_\_\_ Screw shaft and propeller \_\_\_\_\_  
 Main boiler safety valves adjusted \_\_\_\_\_ Thickness of adjusting washers \_\_\_\_\_  
 Material of Crank shaft S. M. I Steel Identification Mark on Do. 5240. J. P. W.  
 Material of Thrust shaft \_\_\_\_\_ Identification Mark on Do. \_\_\_\_\_  
 Material of Tunnel shafts \_\_\_\_\_ Identification Marks on Do. \_\_\_\_\_  
 Material of Screw shafts \_\_\_\_\_ Identification Marks on Do. \_\_\_\_\_  
 Material of Steam Pipes \_\_\_\_\_ 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 carrying and burning oil fuel been complied with \_\_\_\_\_  
 Is this machinery duplicate of a previous case \_\_\_\_\_ If so, state name of vessel Cornish Rose (Ex Cornish Trader)

General Remarks (State quality of workmanship, opinions as to class, &c.)

These engines, commenced in 1921 & part completed in 1923 have now been entirely stripped, re-exam'd, cylinders tested and all re-erected.

They have been built under special survey, the materials and workmanship are good & will be eligible in my opinion for record of LMC with date when completed.

The remaining parts are being dealt with at Queensferry & L'pool.

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 ...	£ 2 : 0 : 0	When applied for,
Special 1921-30 ...	£ 8 : 0 : 0	26.5.1930
Donkey Boiler Fee ...	£ 4 : 6 : 3	When received,
Travelling Expenses (if any) ...	£ 3 : 6 : 1	1.7.30
	<u>7-12-4</u>	

(Sgd) John W. Gwynne  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 28 OCT 1930  
 Assigned