

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 10.10.38 When handed in at Local Office 2ND DEC. 1938. Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 20TH JANUARY, 1938. Last Survey 1-12-1938
 Reg. Book. T/S "Blau Torles" (Number of Visits 72.) Gross 7529.34 Tons Net 3524.04
 on the T/S "Blau Torles"
 Built at Glasgow By whom built Glasgow Dockyard & Co. Ltd. Yard No. 434 When built 1938
 Engines made at Glasgow By whom made John Kincaid & Co. Ltd. Engine No. 693 When made 1938
 Boilers made at ditto By whom made ditto Boiler No. 693 When made 1938
 Registered Horse Power 1370 Owners Blau Torles Steamers Ltd. Port belonging to Glasgow
 Nom. Horse Power as per Rule 1146 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Foreign

ENGINES, &c. Description of Engines Triple Expansion (2 Sts) + LP Turbines Revs. per minute 92
 Dia. of Cylinders 26" 42" 68" Length of Stroke 48" No. of Cylinders 6 No. of Cranks 6
 Crank shaft, dia. of journals as per Rule 14.4 Crank pin dia. 15" Crank webs Mid. length breadth Thickness parallel to axis 9 1/8"
as fitted 15" Mid. length thickness shrunk Thickness around eye-hole 6 7/8"
 Intermediate Shafts, diameter as per Rule 13.4 Thrust shaft, diameter at collars as per Rule 14.4
as fitted 14 3/8" as fitted 15"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 15.13 Is the tube screw shaft fitted with a continuous liner Yes
as fitted as fitted 16 3/8"
 Bronze Liners, thickness in way of bushes as per Rule 8 Thickness between bushes as per Rule 7/8 Is the after end of the liner made watertight in the propeller boss Yes
as fitted 7/8" If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes
 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 Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5'-2 1/2"
 Propeller, dia. 14' 0" Pitch 18'-6" No. of Blades 4 Material Bronze whether Movable Yes Total Developed Surface 100 sq. feet
 Feed Pumps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -
 Bilge Pumps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -
 Feed Pumps No. and size 4 (2.15 1/2 x 1 1/2 x 24) (2.12 1/2 x 9 1/2 x 24) Pumps connected to the No. and size 4 (2.17 1/2 x 9 1/2 x 15) (1.10 1/2 x 12 1/2 x 21) (1.9 1/2 x 11 1/2 x 18)
How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size 1-10 1/2 x 12 1/2 x 21 Lubricating Oil Pumps, including Spare Pump, No. and size 3 at 9 1/2 x 10 1/2 x 24
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room ER 2.3 1/2 x 1-3" BR 2.2 1/2 x 2 3/2" Tunnel Well 1.2 1/2"
 In Pump Room Yes In Holds, &c. 1.1.2.3" 2.2.3 1/2" 3.2.2 1/2" 4.2.2 1/2" 5.2.2 1/2"
 Side Suction, 2.3" 1.4.2.3" 1-2 1/2" 2.5-1.3"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 at 13" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 5 1/2"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 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 Yes
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both
 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 they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 What Pipes pass through the bunkers None How are they protected Have they been tested as per Rule
 What pipes pass through the deep tanks None
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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 Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from UPPER PLATFORM

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 14480 #
 Is Forced Draft fitted Yes No. and Description of Boilers 5 Single Ended Working Pressure 220
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No 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 Yes Auxiliary Boilers Yes Donkey Boilers -
 (If not state date of approval)
 Superheaters Cutycalc General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied one Propeller Shaft (continuous Liner) complete
• also 4 BRONZE BLADES

The foregoing is a correct description,
 For JOHN G. KINCAID & CO. LIMITED.

Director. Manufacturer.



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Lloyd's Register
Foundation

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(1938) JAN. 20. MAR. 4. 18. APR. 13. 15. 19. 28. MAY 3. 4. 11. 16. 18. 23. 26. JUNE 2. 7. 9. 14. 17. 20. 23. 24. 27. JULY 19. 22. 29.
 During progress of work in shops - - - AUG. 1. 2. 4. 5. 8. 10. 15. 16. 17. 22. 25. 26. 30. 31. SEPT. 1. 2. 5. 6. 7. 8. 9. 13. 14. 16. 20. 21. 22. 23. 27. 29. OCT. 3. 4. 5. 6. 7. 11. 12. 17.
 Dates of Survey while building During erection on board vessel - - - 18. 28. 31. NOV. 1. 3. 8. 29. DEC. 1.
 Total No. of visits 42.

Dates of Examination of principal parts—Cylinders 29. 7. 38 Slides 15. 8. 38 Cores 5. 8. 38
 Pistons 15. 8. 38 Piston Rods 15. 8. 38 Connecting rods 22. 8. 38
 Crank shaft 22. 8. 38 Thrust shaft 22. 8. 38 Intermediate shafts 6. 9. 38
 Tube shaft 22. 8. 38 Screw shaft 22. 8. 38 Propeller 22. 8. 38
 Stern tube 15. 8. 38 Engine and boiler seatings 14. 8. 38 Engines holding down bolts 5. 10. 38
 Completion of fitting sea connections 7. 9. 38
 Completion of pumping arrangements 29. 9. 38 Boilers fixed 15. 10. 38 Engines tried under steam 11. 11. 38
 Main boiler safety valves adjusted 28. 10. 38 Thickness of adjusting washers P 9 5/8 S 7 1/4 S 4 1/2 P 7 1/4 S 9 1/8 S 4 1/2 P 1 1/2 S 1 1/2 S 7 1/4 S 4 1/2 P 9 1/2 S 9 1/8
 Crank shaft material \$ Identification Mark LR 7517 WGM Thrust shaft material \$ Identification Mark 22. 8. 38
 Intermediate shafts, material \$ Identification Marks LR 7517 WGM Tube shaft, material \$ Identification Mark -
 Screw shaft, material \$ Identification Mark LR 7517 WGM Steam Pipes, material \$ Test pressure 660 lb Date of Test 3-10-38
 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 90 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 yes If so, state name of vessel The S.S. Glau Buchanan & Co. Ltd. 20514

General Remarks (State quality of workmanship, opinions as to class, &c. These Engines & Boilers have been built under Special Survey in accordance with the approved plans & the workmanship & material are of good quality. They have been securely fitted on board, and under steam of found satisfactory. The machinery is eligible in my opinion for the record of LME 12-38 & notation of Fitted for oil fuel 12-38 FP above 150°F + 15 SB (Spt). The two LP Engines (4th Repl. No 60156) now securely fitted on board.

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 ... £ 6 : - : When applied for, 14th Nov. 1938.
 Special ... £ 128. 13 : - :
 Donkey Boiler Fee ... £ - : - : When received, 16th Nov. 1938.
 Travelling Expenses (if any) £ - : - :

W. Gordon Minclieu
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 6 DEC 1938

Assigned + LME 12.38
 Fitted for oil fuel 12.38 F.P. above 150°F.
 5 CB. (Spt).