

Rpt. 4.

No. 69709

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 2nd June 1945 When handed in at Local Office 9.6.45 Port of Glasgow
No. in Survey held at Glasgow Date, First Survey 10th Aug 1944 Last Survey 31st May 1945
Reg. Book on the H.M.S. Transport ferry No 3037 (Number of Visits 110)
Built at Glasgow By whom built Fairfield S. & C. Co. Yard No. 723 When built 1945-5
Engines made at Greenock By whom made Rankin & Blackmore Engine No. 501-2 When made 1945
Boilers made at Glasgow By whom made Babcock & Wilcox Ltd Boiler No. 10/1430 N° 1112 When made 1945
Registered Horse Power 5500 Owners Admiralty Port belonging to
Horse Power as per Rule 658.75 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes
Use for which vessel is intended

ENGINES, &c.—Description of Engines

Revs. per minute
No. of Cylinders
Length of Stroke
No. of Cranks
Diameter of Journals
Crank pin dia.
Crank webs
Mid. length breadth
Thrust shaft, diameter at collars
Intermediate Shafts, diameter
Shafts, diameter
Screw Shaft, diameter
Is the tube shaft fitted with a continuous liner

Size Liners, thickness in way of bushes
Thickness between bushes
Is the after end of the liner made watertight in the

eller boss
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

no 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

propeller If so, state type Newark Length of Bearing in Stern Bush next to and supporting propeller 5'-6"

eller, dia. 10'-0" Pitch 10'-2" No. of Blades 3 Material Bronze whether Moveable No Total Developed Surface 35 sq. feet

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

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

d No. and size 4 2 8" x 10 1/2" x 2 2" Pumps connected to the Main Bilge Line { No. and size 4 2 10" x 8" x 10" 2 2 14" x 12" x 12"

ps How driven Steam How driven Steam

ast Pumps, No. and size 2 2 14" x 12" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size

two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

e Pumps:—In Engine and Boiler Room 4 2 3", 2 2 2 1/2", 2 - 2 2 1/2" Bilge Ejector Suction, 2 - 2 2 1/2" Bilge Ejector Suction, 2 - 2 2 1/2" Bilge Ejector Suction

Pump Room In Holds, &c. 1 2 5", 2 2 3", 4 2 2 1/2"

a Water Circulating Pump Direct Bilge Suctions, No. and size 2 2 9" Independent Power Pump Direct Suctions to the Engine Room Bilges,

and size 2 2 2 1/2" E. R. Suctions, 2 - 2 2 1/2" Bilge Ejector Suctions Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes

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

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

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, except Bilge Ejector

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, except Bilge Ejector

at Pipes pass through the bunkers How are they protected

at pipes pass through the deep tanks Have they been tested as per Rule

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

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

partment to another yes Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

N BOILERS, &c.—(Letter for record W.T.) Total Heating Surface of Boilers 10650 sq. ft.

ich Boilers are fitted with Forced Draft Both Which Boilers are fitted with Superheaters No

and Description of Boilers Two - three drum type Working Pressure 225 lb.

A REPORT ON MAIN BOILERS NOW FORWARDED? yes

A DONKEY BOILER FITTED? No If so, is a report now forwarded?

the donkey boiler be used for domestic purposes only

ANS. Are approved plans forwarded herewith for Shafting 3.5.44 Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

erheaters General Pumping Arrangements 4 Oil fuel Burning Piping Arrangements 11.12.44

SPARE GEAR.

Is the spare gear required by the Rules been supplied as per specification

Is the principal additional spare gear supplied

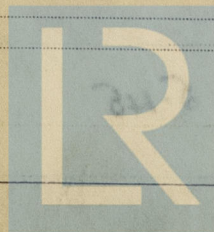
The foregoing is a correct description.

For The FAIRFIELD SHIPBUILDING & ENGINEERING Co. Ltd.,

W. T. Strachan

MANAGER

Joint Managing Director



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Lloyd's Register
Foundation

003649-003658-0185

Dates of Survey while building
During progress of work in shops - - - 1944 Aug 10, 14, 28 Sep 4, 14, 15, 18, 20, 22, 24 Oct 3, 6, 9, 10, 13, 14, 18, 19, 26, 27, 30, 31 Nov 1, 2, 3, 7, 9, 13, 14, 15, 16, 20, 23, 24, 28, 29 Dec 1, 4, 5, 13, 15, 19, 21, 22, 25, 26, 27, 28, 1945 Jan 3, 4, 5, 8, 10, 11, 12, 15, 17, 18, 24, 29, 30, 31 Feb 1, 5, 7, 14, 15, 20, 23, 24, 28 Mar 2, 5, 6, 7, 12, 13, 14, 15, 16, 19
During erection on board vessel - - - 27 Apr 2, 3, 4, 5, 6, 10, 12, 16, 17, 20, 24, 25, 26, 27 May 1, 2, 3, 4, 11, 16, 24, 25, 26, 27
Total No. of visits 110

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller 17.1.45
Stern tube 10.1.45 Engine and boiler seatings 31.1.45 Engines holding down bolts 16.17/4/45
Completion of fitting sea connections 30.1.45
Completion of pumping arrangements 25.5.45 Boilers fixed 5.4.45 Engines tried under steam 31.5.45
Main boiler safety valves adjusted P 4/5 S 3/5/45 Thickness of adjusting washers P 13/32 S 15/32 S 7/16 P 13/32 L.R. F 9779 W.R. 19.9.44
Crank shaft material Identification Mark S 7905, 20277B, 2212 II Thrust shaft material O.H. Steel Identification Mark F 9779
Intermediate shafts, material supplied by Admiralty Identification Marks P 905, 20243T, 2212 II Tube shaft, material Identification Mark 12, 16, 24
Screw shaft, material O.H. Steel Identification Mark L.R. S 30138 - 30139 Steam Pipes, material S.D. Steel Test pressure 675 lbs Date of Test 12.16.24
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. No 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 Transport ferry No 3036

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery has been installed in accordance with the approved plans and the terms of the statement of machinery requirements. The machinery was examined under full working conditions on board with satisfactory results. Safety Valves of both Boilers were adjusted under Steam as above and accumulation tests satisfactorily carried out. The Intermediate Shafting and the propeller, also the survey of the electrical installation has been carried out under the supervision of the Admiralty representative. The machinery of this vessel is eligible in my opinion to have the record of L.M.C + 5.45 with the notation of T.S. (O.G.) in the Register Book.

The amount of Entry Fee £ : When applied for, 19 JUN 1945
Special Installation Specification £ 23 : -
Donkey Boiler Fee £ 23 : - When received, ADMIRALTY J. G. H. Macdonald
Travelling Expenses (if any) £ : A/c rendered from 2 AUG 1945
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute GLASGOW 19 JUN 1945
Assigned L.M.C + 5.45