

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 31 When handed in at Local Office 8 Port of GLASGOW  
 No. in Survey held at GLASGOW Date, First Survey 13:2:42 Last Survey 24th Aug. 1942  
 Reg. Book on the S.S. "CARLTON" (Number of Visits 39)  
 Built at BURNTISLAND By whom built BURNTISLAND S.B. Co. LD. Yard No. 263 Tons {Gross / Net} When built 1942  
 Engines made at GLASGOW By whom made DAVID ROWAN & CO. LD. Engine No. 1108 When made 1942  
 Boilers made at -DO- By whom made -DO- Boiler No. 1108 When made 1942  
 Registered Horse Power - Owners - Port belonging to -  
 Nom. Horse Power as per Rule 512 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted -  
 Trade for which vessel is intended -

ENGINES, &c.—Description of Engines TRIPLE EXPANSION  
 Dia. of Cylinders 23 1/2" - 40 3/4" - 70 1/2" Length of Stroke 48 No. of Cylinders 3 Revs. per minute -  
 as per Rule 13.7" No. of Cranks 3  
 Crank shaft, dia. of journals 14" Crank pin dia. 14 1/2" Mid. length breadth 27 1/4" Thickness parallel to axis 9"  
 as fitted 14" Crank webs 9" shrunk Thickness around eye-hole 6 3/8"  
 as per Rule 13.05"  
 Intermediate Shafts, diameter 13 3/8" Thrust shaft, diameter at collars 14"  
 as fitted 13 3/8" as per Rule 13.7"  
 as fitted 14"  
 Tube Shafts, diameter - Screw Shaft, diameter 14.55"  
 as fitted - as fitted 15" Is the {tube / screw} shaft fitted with a continuous liner { YES }  
 Bronze Liners, thickness in way of bushes 7/16" Thickness between bushes 5/16" Is the after end of the liner made watertight in the propeller boss YES  
 as fitted 3/4" as fitted 3/16"  
 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 YES  
 at - If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 5'-0"  
 Propeller, dia. 18'-0" Pitch 18'-1 1/2" No. of Blades 4 Material C.A. whether Moveable NO Total Developed Surface 107 sq. feet  
 Feed Pumps worked from the Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work YES  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 27" Can one be overhauled while the other is at work YES  
 Feed Pumps { No. and size / How driven } Pumps connected to the Main Bilge Line { No. and size / 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-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 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 S) Total Heating Surface of Boilers 72480'  
 Which Boilers are fitted with Forced Draft ALL Which Boilers are fitted with Superheaters NONE  
 No. and Description of Boilers 3 S.E. Working Pressure 220 lb.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES  
 IS A DONKEY BOILER FITTED? NO If so, is a report now forwarded? -  
 Can the donkey boiler be used for domestic purposes only -

PLANS. Are approved plans forwarded herewith for Shafting 11/11/41 Main Boilers 10/11/41 Auxiliary Boilers - Donkey Boilers -  
 (If not state date of approval)  
 Superheaters - General Pumping Arrangements - Oil fuel Burning Piping Arrangements -

### SPARE GEAR.

Has the spare gear required by the Rules been supplied YES  
 State the principal additional spare gear supplied LIST ATTACHED

The foregoing is a correct description.

For David Rowan & Co. Ltd.  
Archd. N. Grierson

Manufacturer.



© 2020

Lloyd's Register Foundation

004206-004212-0066

00000

1942 Feb: 13 Mar: 16, 19, 31 Apr: 15, 22, 25 May: 7, 8, 11, 18, 19, 28 June: 1, 4, 5, 12, 13, 15  
 During progress of work in shops - - { 16, 18, 19, 22, 24, 25, 29, 30 July: 1, 6, 7, 13, 17, 29 Aug: 4, 10, 17, 18, 22, 24  
 Dates of Survey while building {  
 During erection on board vessel - - - {  
 Total No. of visits 39

Dates of Examination of principal parts - Cylinders 22-6-42 Slides 4-6-42 Covers 22-6-42  
 Pistons 8-5-42 Piston Rods 8-5-42 Connecting rods 17-7-42  
 Crank shaft 12-6-42 Thrust shaft 24-6-42 Intermediate shafts 30-6-42  
 Tube shaft - Screw shaft 6-7-42 Propeller 6-7-42  
 Stern tube 29-6-42 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 S.M. steel Identification Mark 11381ATB Thrust shaft material S.M. steel Identification Mark 11381ATB  
 Intermediate shafts, material S.M. steel Identification Marks Tube shaft, material Identification Mark  
 Screw shaft, material S.M. steel Identification Mark 11381ATB Steam Pipes, material D.H. steel Test pressure 660 lb. Date of Test July & Aug. 1942  
 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. Yes If so, state name of vessel "INGLETON" G.L.S. REG. NO. 65418

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery has been built under special survey in accordance with the Rules and approved plans, and the materials and workmanship are good. It has been sent to Burntisland for installation, and when fitted on board and on completion of satisfactory trials, will, in my opinion, be eligible to be classed in the Register Book with record + LMC with date and notation C.L.

986  
 31/8/42

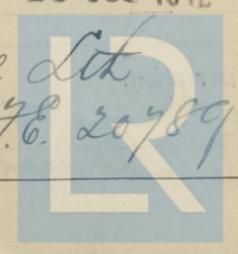
The amount of Entry Fee	£ 6 : - : -	When applied for,
Special	GLS a/c £ 80 : 9-6	1 - SEP 1942
Donkey Boiler Fee	LEITH a/c £ 20 : 2-6	When received,
Travelling Expenses (if any)	£ : : -	19

*A. J. Brown*  
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 16 OCT 1942

Committee's Minute GLASGOW 1 - SEP 1942

Assigned *Kept for Completion*



© 2020 Lloyd's Register Foundation