

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19 31. 8. 42 When handed in at Local Office 19 42 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"
 Built at BURNTISLAND By whom built BURNTISLAND S.B. CO. LD. Yard No. 263 Tons { Gross
 Engines made at GLASGOW By whom made DAVID ROWAN & CO. LD. Engine No. 1108 When built 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 28 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 Mid. length thickness 9" shrunk Thickness around eye-hole 6 3/8"
 Intermediate Shafts, diameter as per Rule 13.05" as fitted 13 3/8" Thrust shaft, diameter at collars as per Rule 13.7" as fitted 14"
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 14.55" as fitted 15" Is the { tube screw } shaft fitted with a continuous liner { YES
 as per Rule 74" as fitted 3/4" Thickness between bushes as per Rule 55" as fitted 11/16" 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 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube
 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 Pumps connected to the { No. and size
 { How driven Main Bilge Line { 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 7248 sq. ft.
 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 —

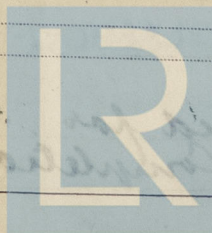
SPARE GEAR.

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.



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Lloyd's Register
 Foundation

004206-004212-0066

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 11381 ATB Thrust shaft material S.M. Steel Identification Mark 11381 ATB
Intermediate shafts, material S.M. Steel Identification Marks Tube shaft, material Identification Mark
Screw shaft, material S.M. Steel Identification Mark 11381 ATB 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" GLS. 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 class + LMC with date and notation C.L.

31/8/42
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,
Special	GLS a/c £ 80 : 9-6	1 - SEP 1942
Donkey Boiler Fee	GLS a/c £ 20 : 2-6	When received,
Travelling Expenses (if any)	£ : : -	19

Committee's Minute GLASGOW 1 - SEP 1942
Assigned Signed for Completion

16 OCT 1942
See Lit. 20789
Engine Surveyor to Lloyd's Register of Shipping.
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