

Rpt. 4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 19 APR 1950

Date of writing Report 10.4.1950 When handed in at Local Office 11.4.1950 Port of GLASGOW

No. in Survey held at GLASGOW Date, First Survey 21.4.49 Last Survey 30.3.1950
Reg. Book (Number of Visits 55)

on the SS. TREGLISSON Tons Gross Net

Built at PORT GLASGOW By whom built W. HAMILTON & CO Yard No. 484 When built 1950

Engines made at GLASGOW By whom made D. ROWAN & CO Engine No. 1224. When made 1950.

Boilers made at GLASGOW By whom made D. ROWAN & CO Boiler No. 1224. When made 1950.

Registered Horse Power 2520 + 1080 Turbine Owners HAIN S.S. CO Port belonging to LONDON.

Nom. Horse Power as per Rule MN. 851V NHP=676 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted YES.

Trade for which vessel is intended General Cargo Open Sea Service.

ENGINES, &c. Description of Engines Triple Expansion with Bauer back shafted Turbine vs. per minute 85 ✓
Dia. of Cylinders 26" 42 1/2" 72" Length of Stroke 14 1/8" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 14.5 as fitted 15" Crank pin dia. 15" Crank webs Mid. length breadth 2 1/4" Thickness parallel to axis 9 1/2" ✓
as fitted 15" Crank webs Mid. length thickness 9 1/2" ✓ Thickness around eye-hole 6 3/4" ✓

Intermediate Shafts, diameter as per Rule as approved as fitted 14 1/2" Thrust shaft, diameter at collars as per Rule Bauer back shafted Turbine. as fitted

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as approved as fitted 15 3/4" 15 1/2" Is the screw shaft fitted with a continuous liner Yes. ✓

Bronze Liners, thickness in way of bushes as per Rule 3/4" as fitted 13/16" Thickness between bushes as per Rule 3/4" as fitted 3/4" 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 at No. If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5-3" ✓

Propeller, dia. 19-3" Pitch 15-6" No. of Blades 4 Material BRONZE whether Movable Fixed Total Developed Surface 112.5 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 27" Can one be overhauled while the other is at work Yes. ✓
Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 27" Can one be overhauled while the other is at work Yes. ✓

Feed Pumps No. and size 3. New 12x9x24 Main Bilge Line Pumps connected to the No. and size 1 @ 10x12x12 1 @ 9 1/2 x 7 x 18 How driven Steam

Ballast Pumps, No. and size 1 @ 10x12x12 Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 9x9x18

Are two independent means arranged for circulating water through the Oil Cooler Yes. ✓ Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps: - In Engine and Boiler Room 6 @ 3" 2 @ 2" 3 @ 2 1/2" only help 1 @ 2 1/2" tunnel well.

In Pump Room No. 4. 2 @ 3" In Holds, &c. 1 @ 1" No. 2 @ 3" No. 2 @ 3 1/2" No. 3. 2 @ 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 11" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges. No. and size 1 @ 11" 1 @ 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with stram-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 valves ✓

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 below ✓
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. 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. 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 by room top ✓

MAIN BOILERS, &c. (Letter for record 5) Total Heating Surface of Boilers 8787 sq + 3915 sq ✓
Which Boilers are fitted with Forced Draft all ✓ Which Boilers are fitted with Superheaters all ✓

No. and Description of Boilers 3 Single ended multitubular Working Pressure 220 lbs ✓

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 other than domestic purposes ✓

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers ✓ Donkey Boilers ✓
(If not state date of approval)

Superheaters Manchester 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 as per Rule requirements and attached list.

The foregoing is a correct description.

For David Rowan TB: L
Archd. H. Guersson

Manufacturer.



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Lloyd's Register Foundation

004642-004645-0010

Dates of Survey while building

During progress of work in shops - - 1949 Apr 21 May 26 Jun 20 Jul 11 Aug 16 23-26 Sep 2-6-30 Oct 3/14 21 24 Nov 4-11/14-17-18-22 29 Dec 2-12-13-14
 20-23-28 1950 Jan 9-10-11-23-24-25-24 Feb 1-3-4-10-17-21-24 Mar 6-7-10-13-15-17-22-23-25-27-30

During erection on board vessel - - -

Total No. of visits 55

Dates of Examination of principal parts - Cylinders HP 14.10.49 LP 1.11.49 MP 1.11.49 Slides 6.11.49 Covers 14.10.49

Pistons 6.2.50 Piston Rods 6.2.50 Connecting rods 6.2.50

Crank shaft 18.11.49 Thrust shaft Intermediate shafts 16.8.49

Tube shaft Screw shaft 30.9.49 Propeller 30.9.49

Stern tube 3.10.49 Engine and boiler settings 23.1.50 Engines holding down bolts 6.3.50

Completion of fitting sea connections 15.10.49

Completion of pumping arrangements 27.3.50 Boilers fixed 17.2.50 Engines tried under steam 30.3.50

Main boiler safety valves adjusted 22.3.50 Thickness of adjusting washers PV 7/16 SV 7/16 SpA 7/8 PV 7/16 SV 7/16 SpA 7/8 PV 7/16 SV 7/16

Crank shaft material O.H. 15 Identification Mark HAI 313.49 Thrust shaft material Identification Mark

Intermediate shafts, material O.H. 15 Identification Marks 15444-16005 Tube shaft, material Identification Mark

Screw shaft, material OHIS Identification Mark 16006 HAI Steam Pipes, material SD Steel Test pressure 660/60 Date of Test 27.1.50 15.3.50

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 No If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery has been constructed under special survey in accordance with the Society's Rules and the approved plans. Materials and workmanship are good. The machinery has been efficiently installed on board the vessel tried under full working conditions during sea trials with satisfactory results and is eligible to be classed in the Register Book with record of +LMC 3/50 and notations T SCL 3.5B. 220/60 Fitted for oil fuel 3/50 F.P. above 150° F.

Do not write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 228 = (765 HM) When applied for, 18 APR 1950

Special ... £ : : When received, 19

Donkey Boiler Fee ... £ : : 19

Travelling Expenses (if any) £ : : 19

R. Shaw
 Engineer Surveyor to Lloyd's Register of Shipping.

Date 8 APR 1950

Committee's Minute

+ LMC 3/50
 Fitted for oil fuel 3/50. F.P. above 150° F.

