

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report 1st JANY 1944 When handed in at Local Office 8th JANY 1944 Port of GREENOCK
 No. in Survey held at GREENOCK Date, First Survey 13th JANUARY 1943 Last Survey 5-1-44 19
 Reg. Book (Number of Visits 83)
 on the TW SC CLAN URQUHART
 Built at GREENOCK By whom built GREENOCK DRY DOCK Yard No. 454 When built 1944
 Engines made at GREENOCK By whom made JOHN G. KINCAID & CO. LTD. Engine No. 746 When made 1944
 Boilers made at PENFREW By whom made BABCOCK & WILCOX LTD. Boiler No. 6/1561 When made
 Registered Horse Power Owners CLAN LINE STEAMERS LTD. Port belonging to GLASGOW
 Nom. Horse Power as per Rule 1283 = total for R. B. (based on 220 lb) Is Refrigerating Machinery fitted for cargo purposes yes Is Electric Light fitted yes
 Trade for which vessel is intended (1057 ex turbines) OPEN SEA SERVICE

ENGINES, &c.—Description of Engines Twin Triple expansion & Bauer Wash End Turbine 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 as fitted 15 Crank pin dia. 15 Crank webs Mid. length breadth 23 7/8 Mid. length thickness 9 1/8 Thickness parallel to axis 9 1/8 Thickness around eye-hole 6 7/8
 Intermediate Shafts, diameter as per Rule 13.71 as fitted 14.375 Thrust shaft, diameter at collars as per Rule 14.4 as fitted 38 1/2 = 15"
 Tube Shafts, diameter as per Rule 15.13 as fitted 16.375 Is the tube shaft fitted with a continuous liner yes
 Screw Shaft, diameter as per Rule 15.13 as fitted 16.375 Is the screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule .717 as fitted .875 Thickness between bushes as per Rule .538 as fitted .75 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 yes Is an approved Oil Gland or other appliance fitted at the after end of the tube at no If so, state type yes
 Propeller, dia. 17-0 Pitch 18-11 No. of Blades 4 Material N.B. Length of Bearing in Stern Bush next to and supporting propeller 5'-2 1/2" whether Moveable yes Total Developed Surface 94 sq. feet
 Feed Pumps worked from the Main Engines, No. None Diameter — Stroke — Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. None Diameter — Stroke — Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 3-16 1/2-11 1/2 1-7 1/2-5 1/2 Pumps connected to the Main Bilge Line { No. and size Two 10 1/2-12 1/2 Two 7 1/2-9 How driven Steam 21 15
 Ballast Pumps, No. and size 1-10 1/2-12 1/2 21 Lubricating Oil Pumps, including Spare Pump, No. and size 3 9 1/2-10 1/2 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 4 @ 3 1/2"
 In Pump Room yes In Holds, &c. 10 @ 3" 2 @ 3 1/2" Tunnel well 1-3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size Two @ 13" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 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 or in Reservoir 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 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 None How are they protected yes
 What pipes pass through the deep tanks yes Have they been tested as per Rule yes
 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 No worked from Access from UO.

MAIN BOILERS, &c.—(Letter for record yes) Total Heating Surface of Boilers 15820
 Which Boilers are fitted with Forced Draft All boilers Which Boilers are fitted with Superheaters W.T. boilers only
 No. and Description of Boilers Two Babcock & Wilcox W.T. 1 SE cyl. Working Pressure 220 lb 2 WTB 230 lb (Cyl. 220 lb.) 1 SB 220 lb
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? yes
 Can the donkey boiler be used for domestic purposes only yes

PLANS. Are approved plans forwarded herewith for Shafting 30-5-42 Main Boilers 96 7/8 167523 Auxiliary Boilers 25-5-42 Donkey Boilers yes
 (If not state date of approval)

Superheaters 96 7/8 167523 General Pumping Arrangements 11-2-43 Oil fuel Burning Piping Arrangements 28-12-42

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

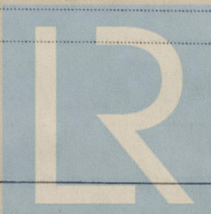
See Separate Sheet

The foregoing is a correct description.

For JOHN G. KINCAID & CO. LIMITED.

Director.

Manufacturer.



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004662-004667-0120

Dates of Survey while building
 During progress of work in shops - - (1943) JAN. 13-14 MAR. 5-10-19-23-31 APRIL 7-8-19-21-29 MAY 10-13-18-20-21-24-24 JUNE 1-2-3
 14-16-17-18-21-22-23-24-25-28-30 JULY 14-19-21-23-26-28-30 AUG. 5-6-9-10-16-17-18-30 SEPT. 1-7
 During erection on board vessel - - - 8-9-10-21-24-27-28-29 OCT. 1-6-11-15-18-25-29 NOV. 1-2-8-11-19-30 DEC. 3-5-6-7-15-16-17-19-20-23
 (1944) JAN. 4-5
 Total No. of visits 83

Dates of Examination of principal parts—Cylinders P19-4-43 S10-5-43 Slides P19-4-43 S10-5-43 Covers P19-4-43 S10-5-43
 Pistons P19-4-43 S10-5-43 Piston Rods 23-6-43 Connecting rods 23-6-43
 Crank shaft 23-6-43 Thrust shaft 96 opt N° 67129 Intermediate shafts 30-6-43
 Tube shaft ✓ Screw shaft P25-6-43 S17-6-43 Propeller 30-11-43
 Stern tube 14-7-43 Engine and boiler seatings 14-7-43 Engines holding down bolts 16-8-43
 Completion of fitting sea connections 22-6-43
 Completion of pumping arrangements 5-1-44 Boilers fixed 21-9-43 Engines tried under steam 23-12-43
 Main boiler safety valves adjusted 17-12-43 Thickness of adjusting washers P { P_v 3/16 S_v 1/32 S { S_v 3/32 S_v 1/32 C. { P 3/8 S 27/64
 Crank shaft material SMS Identification Mark L911852 CHN Thrust shaft material 96 opt N° 67129 Identification Mark 723 A 9JB
 Intermediate shafts, material SMS Identification Marks L911852 CHN Tube shaft, material ✓ Identification Mark 24-6-43
 Screw shaft, material SMS Identification Mark L911852 CHN Steam Pipes, material SDS OH. Test pressure 660 lb Date of Test 1-11-43
 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 except boiler If so, state name of vessel Empire Windward York of N°
 General Remarks (State quality of workmanship, opinions as to class, &c.)

These engines & boilers have been built under Special Survey in accordance with the Rules & approved plans. The materials & workmanship are sound & good. They have been efficiently installed in the vessel and tested under full working conditions on a short sea trial with satisfactory results. The boiler & superheater safety valves have been adjusted under steam to safe working pressure. This machinery is eligible in my opinion to be classed in the Society's Register Book with accord + LMC 1-44 & Notation Screw shafts C.L. 2 WT boilers WP 240 lb Suph 230 lbs and 1 SE 220 lbs / ° F.D. Fitted for oil fuel FP above 150° F.

The two W.T. boilers tested by hydraulic pressure after erection in place
 Port boiler Cert N° 2359 Stk boiler Cert N° 2358

The amount of Entry Fee ... £ 6 : 0 :
 Special ... £ 73 : 11 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 8th JAN 1944
 When received, 19

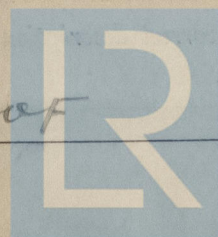
Charles J. Hunter
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned -/- LMC 1.44
 WJB

GLASGOW 11 JAN 1944

Fitted for oil fuel
 1.44 F.D. above 150° F



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