

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 23225

Writing Report 25<sup>th</sup> JANY 1946. When handed in at Local Office 28<sup>th</sup> JANUARY 1946. Port of GREENOCK

Received at London Office

Survey held at  
Book.  
on the

GREENOCK

Date, First Survey 28<sup>th</sup> JANUARY 1942. Last Survey 3<sup>rd</sup> DECEMBER 1945  
(Number of Visits 31)

at  
By whom built

Yard No.

Tons { Gross  
Net

When built

es made at GREENOCK

By whom made JOHN G. KINCAID & CO. LTD Engine No. 739

When made 1943

rs made at do

By whom made do

Contract No. 269

When made 1945

tered Horse Power

Owners

Boiler No. 272  
273

Port belonging to

Horse Power as per Rule

524 ✓

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

for which Vessel is intended

Open Sea Service

INES, &c.—Description of Engines

Triple expansionRevs. per minute 75

of Cylinders 24 1/2" - 41" - 70" ✓

Length of Stroke 48" ✓No. of Cylinders 3 ✓No. of Cranks 3 ✓

shaft, dia. of journals as per Rule 13.977

as fitted 14.25" Crank pin dia. 14.25"

Crank webs

Mid. length breadth 1.8 1/2" ✓

Thrust shaft, diameter at collars as per Rule 13.977

as fitted 14.25"

mediate Shafts, diameter as per Rule 13.33"

as fitted 13.625"

Shafts, diameter as per Rule ✓

as fitted ✓

Screw Shaft, diameter as per Rule 14.79"

as fitted 16.375"

Is the ✓ shaft fitted with a continuous liner { yes ✓

ze Liners, thickness in way of bushes as per Rule .751"

as fitted .875"

Thickness between bushes as per Rule .563"

as fitted .656"

Is the after end of the liner made watertight in the

ler boss yes ✓

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

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. ✓

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

eller, dia. 17'-6" ✓ Pitch 17'-6"

No. of Blades 4Material C1whether Moveable yes

Total Developed Surface 94 sq. feet

Pumps worked from the Main Engines, No. 2 ✓

Diameter 4 1/2" ✓

Stroke 24" ✓

Can one be overhauled while the other is at work yes ✓

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Stroke 24" ✓

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No. and size Two 7-9 1/2" Wain

Pumps connected to the Main Bilge Line { No. and size Two 4 1/2" x 24" One 8-7 One 7-6 1/2

How driven Steam

8-7

How driven Steam

18

ast Pumps, No. and size One 8-7

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

Pumps;—In Engine and Boiler Room

In Holds, &c.

ump Room

Water Circulating Pump Direct Bilge Suctions, No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

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

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

Pipes pass through the bunkers

How are they protected

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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

IN BOILERS, &c.—(Letter for record ✓)

Total Heating Surface of Boilers 7563 ✓

Boilers are fitted with Forced Draft yes ✓

Which Boilers are fitted with Superheaters ✓

and Description of Boilers Three SE cylindrical ✓

Working Pressure 220 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 26-9-41 Main Boilers 9-9-41 Auxiliary Boilers ✓ Donkey Boilers ✓

(If not state date of approval)

General Pumping Arrangements 23-10-41 Oil fuel Burning Piping Arrangements ✓

IN STEAM PIPES 28/11/41

SPARE GEAR.

the spare gear required by the Rules been supplied

the principal additional spare gear supplied

*See separate sheet.*

The foregoing is a correct description.

JOHN G. KINCAID & CO. LIMITED.

Director. Manufacturer.



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Lloyd's Register  
Foundation

004900-004905-0139



Dates of Survey while building  
 During progress of work in shops - - (1942) JAN. 28. MAR. 4. 11. 13. 24. APR. 2. 6. 10. MAY 6. 14. 20. JUNE 3. 4. 11. 12. 17. 21. 29. 31. AUG. 14. 21. SEPT. 14. 15. 16. 23. OCT. 1. NOV. 16. (1945) AUG. 29. OCT. 24. DEC. 3.  
 During erection on board vessel - - -  
 Total No. of visits 31.

Dates of Examination of principal parts—Cylinders 21-7-42 Slides 21-7-42 Covers 21-7-42  
 Pistons 21-7-42 Piston Rods 16-9-42 Connecting rods 16-9-42  
 Crank shaft 16-9-42 Thrust shaft 16-9-42 Intermediate shafts 1-10-42  
 Tube shaft ✓ Screw shaft 1-10-42 Propeller 1-10-42  
 Stern tube 11-6-42 Engine and boiler seatings  
 Completion of fitting sea connections Engines holding down bolts  
 Completion of pumping arrangements Boilers fixed Engines tried under steam  
 Main boiler safety valves adjusted Thickness of adjusting washers  
 Crank shaft material S Identification Mark L911273 ✓ Thrust shaft material S Identification Mark L911273  
 Intermediate shafts, material S Identification Marks L911273 ✓ Tube shaft, material ✓ Identification Mark  
 Screw shaft, material S Identification Mark L911273 Steam Pipes, material S.D.S. Test pressure Date of Test  
 Is an installation fitted for burning oil fuel No 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  
 General Remarks (State quality of workmanship, opinions as to class, &c.)

This engine has been built under special survey in accordance with the rules and approved plans, the materials & workmanship are sound & good. The engine complete with main & auxiliary steam pipes with flanges (loose) all valves, cox and pieces is now being shipped to Vizagapatam, India. to be fitted into a vessel to be built at that Port.

This machinery will be eligible in my opinion to have the record + LMC with date and notation screw shaft CL. 3 SBs 220 lbs / 10" FD when the installation has been completed.

The amount of Entry Fee ... £ 6 : 0 :  
 Special ... £ 80 : 19 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 28 JAN. 1946.  
 When received, 19

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

Committee's Minute GLASGOW 29 JAN 1946

FRI. 4 FEB 1949

Assigned Superseded for completion