

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 21-11-1945 When handed in at Local Office 26-11-1945 Port of GLASGOW
 No. in Survey held at GLASGOW DALMUIR Date, First Survey 18-5-44 Last Survey 16-11-1945
 Reg. Book (Number of Visits 72)
 on the H.M.S. TRANSPORT FERRY No 3042 (J1867) Tons { Gross 4157
 Net 2430
 Built at GLASGOW By whom built HARLAND & WOLFF LTD. Yard No. 1298 When built 1945
 Engines made at BENFERN By whom made LOBNITZ & CO. LTD. Engine No. 1067 } When made 1944
 1068 }
 Boilers made at DERBY By whom made INTERNATIONAL COMB LTD. Boiler No. 340/12/16 } When made 1944
 340/12/15 }
 Registered Horse Power 5500 Owners ADMIRALTY Port belonging to
 Nom. Horse Power as per Rule 658 ✓ Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES
 Trade for which vessel is intended

ENGINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke No. of Cylinders Revs. per minute
 Crank shaft, dia. of journals as per Rule See Glasgow Report No. 9200 169201 Mid. length breadth Thickness parallel to axis
 as fitted APP. Crank webs shrunk Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule 10.5" Thrust shaft, diameter at collars as per Rule 10.04"
 as fitted 10.5" Is the { tube } shaft fitted with a continuous liner { No
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 10.44"
 as fitted 10.75" Is the { screw }
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 as fitted propeller boss ✓ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓
 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 ✓
 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 PROPELLER? If so, state type NEWARK Length of Bearing in Stern Bush next to and supporting propeller 5'6"
 Propeller, dia. 10'0" Pitch 10'2" No. of Blades 3 Material BRONZE whether Moveable NO Total Developed Surface 33 sq. feet
 Feed Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work ✓
 Bilge Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work ✓
 Feed { No. and size 4 @ 8" x 10 1/2" x 22" Pumps connected to the { No. and size 4 @ 10" x 8" x 10" 2 @ 14" x 12" x 12"
 Pumps { How driven STEAM Main Bilge Line { How driven STEAM
 Ballast Pumps, No. and size 2 @ 14" x 12" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size NONE
 Are two independent means arranged for circulating water through the Oil Cooler NONE Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room 4 @ 3" 2 @ 2 1/2" 2 ADM. HOSE CONNECTIONS IN ENG. RMS. — 4 @ 3" 2 @ 2 1/2" BILGE EXTRACTOR SUCTIONS
 In Pump Room AND 2 ADM. HOSE CONNS IN BLR. RMS. In Holds, &c. 1 @ 3" 2 @ 3" 4 @ 2 1/2"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 @ 9" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 2 @ 2 1/2" ENG. RM. C/DAMS. 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 Are they fitted with Valves or Cocks BOTH YES (EXCEPT BILGE EXTRACTOR)
 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 VALVES WITH ZINC
 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
 What Pipes pass through the bunkers. How are they protected
 What pipes pass through the deep tanks 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record WST.) Total Heating Surface of Boilers

Which Boilers are fitted with Forced Draft YES (CLOSED STOKEHOLD) Which Boilers are fitted with Superheaters NONE
 No. and Description of Boilers 2-ADMIRALTY TYPE (3 DRUM SMALL TUBE) Working Pressure 225 lb/sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES See Rpt. Nos 100 101 attached
 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 3-5-44 Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)

Superheaters General Pumping Arrangements 11-12-44 Oil fuel Burning Piping Arrangements 11-12-44

SPARE GEAR.

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

As per Admiralty Specification

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register
Foundation

During progress of work in shops - - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 72

Dates of Examination of principal parts - Cylinders
Pistons
Crank shaft
Tube shaft
Stern tubes
Completion of fitting sea connections
Completion of pumping arrangements
Main boiler safety valves adjusted
Crank shaft material
Intermediate shafts, material
Screw shaft, material
Is an installation fitted for burning oil fuel
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 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
General Remarks (State quality of workmanship, opinions as to class, &c.)

During erection on board vessel - - -
Total No. of visits 72
Piston Rods
Connecting rods
Intermediate shafts
Propellers
Engines holding down bolts
Boilers fixed
Engines tried under steam
Thrust shaft material
Identification Mark
Tube shaft, material
Identification Mark
Steam Pipes, material
Test pressure
Date of Test
Is the flash point of the oil to be used over 150° F.
If so, have the requirements of the Rules been complied with
If so, state name of vessel
This machinery has been constructed in accordance with the rules, approved plans and Admiralty specification. It has been satisfactorily installed in the vessel, tested under full working conditions and found in good order. The safety valves of both boilers were adjusted under steam to 225 lbs/sq. inch. Propellers and part of the intermediate shafting were made under the supervision of the Admiralty Engineer, Liverpool. The electrical installation has been carried out under the supervision of the Admiralty Representative. The machinery of this vessel is eligible in our opinion to have the record of LMC + 11,45 with the notation of T.S. 09 in the Register Book.

INTERMEDIATE SHAFTING MARKS

ADMIRALTY 20284B 51867 JT
" 20283T " "
" 221211 18833 B.C.L.
" 221211 18905 C.L.

The amount of Entry Fee
INSTALLATION
Special
SPECIFICATION
Donkey Boiler Fee
Travelling Expenses (if any)

When applied for, 30 NOV 1945
When received, 19

W. Russell & G. E. Murdoch
Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute
Assigned LMC + 11.45