

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 11 JAN 1945

Date of writing Report 8.1.1945 When handed in at Local Office 8.1.1945 Port of Glasgow

No. in Survey held at 1945 Reg. Book 29.9.42 Date, First Survey 29.9.42 Last Survey 17.11.1944 (Number of Visits 22)

on the

Built at By whom built Yard No. When built

Engines made at 1945 By whom made 1945 Engine No. 1067 When made 1944

Boilers made at By whom made Boiler No. When made

Registered Horse Power Owners The Admiralty Port belonging to

Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended

ENGINES, &c. Description of Engines Triple expansion 4 cylinder Revs. per minute 185

Dia. of Cylinders 18 1/2" - 31" - 38 1/2" - 38 1/2" Length of Stroke 30" No. of Cylinders 4 No. of Cranks 4

Crank shaft, dia. of journals as per Rule 10 1/4" as fitted 10 1/2" Crank pin dia. 10 1/2" Crank webs Mid. length breadth 16 3/4" Thickness parallel to axis 6 1/2" shrunk Mid. length thickness 6 1/2" Thickness around eye-hole 4 3/4"

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the 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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface 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 Pumps No. and size How driven Pumps connected to the Main Bilge Line No. and size 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) Total Heating Surface of Boilers

Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters

No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED? 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 5-12-40 Main Boilers 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, as per Admiralty requirements.

State the principal additional spare gear supplied

The foregoing is a correct description.

Wm Wallace

Manufacturer.

Dates of Survey while building
During progress of work in shops - - { 1942 Sep 29, 1943 Aug 16, Dec 15, 1944 Jan 14, Feb 14, Mar 17, 21, 28, 31, Apr 19, May 19, Jun 30, Jul 11, 29
Aug 8, 18, 28, Sep 29, Oct 6, 17, Nov 17
During erection on board vessel - - - {
Total No. of visits 22

Dates of Examination of principal parts—Cylinders 21-3-44 Slides 8-8-44 Covers 21-3-44
Pistons 20-6-44 Piston Rods 20-6-44 Connecting rods 28-8-44
Crank shaft 31-3-44 Thrust shaft - Intermediate shafts -
Tube shaft - Screw shaft - Propeller -
Stern tube - 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 L.D.S. No. 12461 H.C. Thrust shaft material - Identification Mark -
Intermediate shafts, material - Identification Marks - Tube shaft, material - Identification Mark -
Screw shaft, material - Identification Mark - Steam Pipes, material - Test pressure - Date of Test -

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 - Sent to Barron 2.8

Is this machinery duplicate of a previous case? Yes If so, state name of vessel Gls. Rpt. No. 68693

General Remarks (State quality of workmanship, opinions as to class, &c. This engine has been constructed in accordance with the approved plans and specifications, and as otherwise modified and approved by the Admiralty. The materials have been tested as required by the Rules and the workmanship is good. It has been sent to storage at Calcutta to await installation in a vessel building by Messrs Harland & Wolff, Ltd..

The amount of Entry Fee ... £ : :
Special ... £ 22 : 10 :
Donkey Boiler Fee ... £ 22 : 10 :
Travelling Expenses (if any) £ : :
When applied for, 9 JAN 1945
When received, 19.1.45

Committee's Minute

Assigned

Deferred for Completion



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