

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office APR 24 1940

Date of writing Report 19 When handed in at Local Office 20.4.1940 Port of PAISLEY

No. in Survey held at PAISLEY Date, First Survey 1939 July 7th Last Survey 3.4.1940
Reg. Book. on the S.S. BACCALIEU (Number of Visits 58)

Gross 1421 Tons Net 839

Built at PAISLEY By whom built FLEMING & FERGUSON LTD Yard No. 557 When built 1940

Engines made at PAISLEY By whom made FLEMING & FERGUSON LTD Engine No. 557 When made 1940

Boilers made at PAISLEY By whom made A.F. CRAIG & CO LTD Boiler No. 723 & 724 When made 1940

Registered Horse Power Owners GOVERNMENT OF NEWFOUNDLAND. Port belonging to ST. JOHNS N.F.L.

Nom. Horse Power as per Rule 285 Is Refrigerating Machinery fitted for cargo purposes YES Is Electric Light fitted YES

Trade for which Vessel is intended COASTING

ENGINES, &c.—Description of Engines TRIPLE EXPANSION RECIPROCATING SURFACE CONDENSING Revs. per minute 120

Dia. of Cylinders 20, 32, 54 Length of Stroke 36 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 10.2 as fitted 10.2 Crank pin dia. 10 3/4 Crank webs Mid. length breadth 6 9/16 shrunk Thickness parallel to axis 6 9/16

Intermediate Shafts, diameter as per Rule 9.42 as fitted 10 Thrust shaft, diameter at collars as per Rule 10.2 as fitted 10 1/2

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 10.74 as fitted 11 1/2 Is the shaft fitted with a continuous liner YES

Bronze Liners, thickness in way of bushes as per Rule 5/8 as fitted 5/8 Thickness between bushes as per Rule 1/2 as fitted 1/2 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 shaft YES

Propeller, dia. 12.3 Pitch 12.3 No. of Blades 4 Material BRONZE whether Moveable YES Total Developed Surface 49 sq. feet

Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work YES

Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work YES

Feed Pumps { No. and size 2 OFF 7.94 x 21, 1 OFF 6.84 x 13 Pumps connected to the { No. and size 1 OFF 6.6 x 6, 1 OFF 8.6 x 6 DUPLEX, 1 OFF 5.6 x 6, 2 1/2 BARGE EJECT.
How driven INDEPENDENT, STEAM. Main Bilge Line How driven INDEPENDENT STEAM.

Ballast Pumps, No. and size 1 OFF 8.6 x 6 DUPLEX Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler YES

Bilge Pumps;—In Engine and Boiler Room 3 OFF 2 1/2 BORE IN E.R., 2 OFF 2 1/2 BORE IN B.R., 2 OFF 2 1/2 BORE B.R. COFFERDAM.

In Pump Room In Holds, &c. 2 OFF 2 1/2 BORE AIR SPACE, 2 OFF 2 1/2 BORE N°2 HOLD, 2 OFF 2 1/2 BORE N°4 HOLD.

1 OFF 2 1/2 BORE N°2 HOLD COFFERDAM, 2 OFF 2 1/2 BORE N°3 HOLD, 1 OFF 2 1/2 BORE TUNNEL.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 OFF 7 BORE Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 OFF 3 1/2 BORE, 1 OFF 3 1/2 BORE 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

Are they sized 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 ABOVE

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 HEATING COILS How are they protected YES

What pipes pass through the deep tanks OIL FUEL FILLING & SUCTIONS, N°3 & N°2 25. Have they been tested as per Rule YES 27.2.40

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 UPPER DECK

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4508 sq. ft.

Is Forced Draft fitted YES No. and Description of Boilers 2, MARINE, RETURN TUBE Working Pressure 210

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

IS A DONKEY BOILER FITTED? NO If so, is a report now forwarded? YES

Is the donkey boiler intended to be used for domestic purposes only YES

PLANS. Are approved plans forwarded herewith for Shafting 31.8.39 Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements 19.12.39 Oil fuel Burning Piping Arrangements 6.12.39

SPARE GEAR.

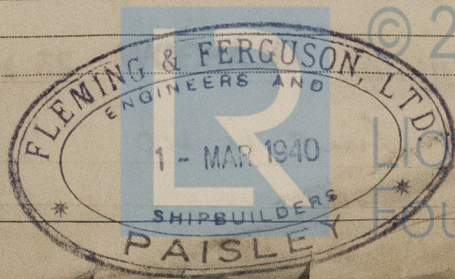
Has the spare gear required by the Rules been supplied YES

State the principal additional spare gear supplied LIST ATTACHED.

The foregoing is a correct description,

Aut. Payne

Manufacturer.



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5600-116600-406600

1939 July 7th Aug. 14, 22, 30 Sept. 6, 8, 15, 27 Oct. 9, 10, 13, 20, 24, 27, 28
During progress of work in shops - - 31 Nov. 3, 6, 9, 14, 15, 23, 24, 25, 29, 30 Dec. 5, 11, 12, 15, 18, 19, 22, 27
1940 Jan. 6, 11, 15, 17, 23, 25, 30 Feb. 8, 9, 13, 16, 26, 27, Mar. 4, 6, 12, 16, 20,
During erection on board vessel - - 22, 24, 27, 28 Apr. 1, 3.
Total No. of visits 58

Dates of Examination of principal parts—Cylinders 13.10.39 Slides 10.10.39 Covers 10.10.39
Pistons 10.10.39 Piston Rods 9.10.39 Connecting rods 31.10.39
Crank shaft 20.10.39 Thrust shaft 31.10.39 Intermediate shafts 31.10.39
Tube shaft - Screw shaft 31.10.39 Propeller 25.11.39
Stern tube 6.11.39 Engine and boiler seatings 9.11.39 Engines holding down bolts 23.1.40
Completion of fitting sea connections 25.11.39
Completion of pumping arrangements 6.3.40 Boilers fixed 23.1.40 Engines tried under steam 4.3.40
Main boiler safety valves adjusted 6.3.40 Thickness of adjusting washers PORT BOILER STARBOARD BOILER
Crank shaft material STEEL Identification Mark J.C. 20.10.39 Thrust shaft material STEEL Identification Mark J.C. 31.10.39
Intermediate shafts, material STEEL Identification Marks J.C. 31.10.39 Tube shaft, material - Identification Mark -
Screw shaft, material STEEL Identification Mark J.C. 31.10.39 Steam Pipes, material STEEL Test pressure 630 Date of Test 10.1.40
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 yes
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. These engines have been built under Special Survey in accordance with the Rules and approved plans. The materials and workmanship are good. They have been properly fitted on board tried under full working conditions and found satisfactory and in my opinion is eligible to be classed with record + L.M.C. H-40. and notation C.L.

The amount of Entry Fee ... £ 4 : - : When applied for, 23 APR 1940
Special ... £ 40 : 13/ :
Donkey Boiler Fee ... £ - : - :
Travelling Expenses (if any) £ - : - : When received, 30/4/40

Committee's Minute GLASGOW 23 APR 1940

Assigned -f Lmc 4.40 2D.

James Crawford
Engineer Surveyor to Lloyd's Register of Shipping.