

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 2/12/1932 When handed in at Local Office 2/12/1932 Port of Leith

No. in Survey held at Burntisland Date, First Survey 4/10/32 Last Survey 30/11/1932
Reg. Book. 76607 on the S/S "FERRANTI" (Number of Volls 8)

Tons { Gross 1316.95
Net 728.68

Built at Burntisland By whom built Burntisland SBC & L^{td} Yard No. 172 When built 1932

Engines made at Glasgow By whom made Daniel Rowan & C^o L^{td} Engine No. 952 When made 1932

Boilers made at " By whom made " Boiler No. 952 When made 1932

Registered Horse Power 143 Owners London Power & L^{td} Port belonging to London

Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended Collier

GINES, &c.—Description of Engines

Revs. per minute

dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks

Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Mid. length thickness Thickness parallel to axis shrunk Thickness around eye-hole

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

Ronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as fitted Is the after end of the liner made watertight in the

Propeller boss If the liner is in good condition 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 protected or protected between the liners Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft 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. Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. 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 1 @ 3" dia 1 @ 2 1/2" dia In Holds, &c. 2 @ 3" dia Aft Hold 2 @ 2 1/2" dia Fr. Hold

n Pump Room

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 5" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 3 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 Are they fitted with Valves or Cocks Yes (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 Both

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 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 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 Engines Aft Is it fitted with a watertight door worked from

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

Is Forced Draft fitted 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?

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

PLANS. Are approved plans forwarded herewith for Shafting 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

State the principal additional spare gear supplied

During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - - - Oct 4th, 24th, 28th Nov 4th, 11th, 15th, 17th, 30th
 Total No. of visits 8

Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓
 Pistons ✓ Piston Rods ✓ Connecting rods ✓
 Crank shaft ✓ Thrust shaft ✓ Intermediate shafts ✓
 Tube shaft ✓ Screw shaft ✓ Propeller ✓
 Stern tube 28/10/32 Engine and boiler seatings 4/10/32 Engines holding down bolts 11/11/32
 Completion of fitting sea connections 28/10/32
 Completion of pumping arrangements 17/11/32 Boilers fixed 4/11/32 Engines tried under steam 30/11/32
 Main boiler safety valves adjusted 17/11/32 Thickness of adjusting washers MB $\frac{1}{32}$ S $\frac{5}{16}$ DB $\frac{1}{2}$ $\frac{3}{32}$
 Crank shaft material ✓ Identification Mark ✓ Thrust shaft material ✓ Identification Mark ✓
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material ✓ Identification Mark ✓ Steam Pipes, material Steel Test pressure 600 lbs Date of Test 9/11/32
 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 "Alexander Kennedy"

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been efficiently fitted on board, the materials & workmanship being sound & good.
 On completion all safety valves were adjusted under steam & the Main & Auxiliary Machinery were tried under working conditions at sea & found satisfactory.
 This machinery in my opinion is in safe working condition & eligible to be classed in the Register Book with the notation of LMC 11-32 & TS (CL) 11-3

Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 17⁵³⁰³⁶ : When applied for, 2-12-1932.
 Special ... £ : When received,
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ 1 : 11 : 7-12-1932

Chas R Rowcliffe
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 6 DEC 1932
 Assigned + Lane 11:32 CL