

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 Visits 8) Tons { Gross 1316.95 Net 728.68
 Built at Burntisland By whom built Burntisland SBC & Co Yard No. 172 When built 1932
 Engines made at Glasgow By whom made Daniel Rowan & Co Engine No. 952 When made 1932
 Boilers made at " By whom made " Boiler No. 952 When made 1932
 Registered Horse Power ✓ Owners London Power Co Port belonging to London
 Nom. Horse Power as per Rule 143 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

See Glasgow Rpt No 53036

Dia. of Cylinders		Length of Stroke	No. of Cylinders	Revs. per minute
No. of Cranks				
as per Rule	as fitted	Crank pin dia.	Mid. length breadth	Thickness parallel to axis
as per Rule	as fitted	Crank webs	Mid. length thickness	Thickness around eye-hole
Intermediate Shafts, diameter	as per Rule	as fitted	Thrust shaft, diameter at collars	as per Rule
as fitted	as fitted	as fitted	as fitted	as fitted
Tube Shafts, diameter	as per Rule	Screw Shaft, diameter	as per Rule	as fitted
as fitted	as fitted	as fitted	as fitted	Is the shaft filled with a continuous liner
Is the lube screw	Is the after end of the liner made watertight in the			
Bronze Liners, thickness in way of bushes	as per Rule	as fitted	Thickness between bushes	as fitted
as fitted	as fitted	as fitted	as fitted	as fitted
Propeller boss	If the liner is in good condition the junctions are made by fusion through the whole thickness of the liner			
Propeller	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			
Propeller	If two liners are fitted, is the shaft protected between the liners			
Propeller	Is an approved Oil Gland or other appliance fitted at the after end of the tube			
Propeller	Length of Bearing in Stern Bush next to and supporting propeller			
Propeller, dia	Pitch	No. of Blades	Material	whether Movable
Propeller	Propeller	Propeller	Propeller	Total Developed Surface
Propeller	Propeller	Propeller	Propeller	sq. feet
Propeller	Propeller	Propeller	Propeller	Can one be overhauled while the other is at work
Propeller	Propeller	Propeller	Propeller	Can one be overhauled while the other is at work
Feed Pumps	No. and size	Pumps connected to the Main Bilge Line	No. and size	How driven
Feed Pumps	How driven	How driven	How driven	How driven
Ballast Pumps	No. and size	Lubricating Oil Pumps, including Spare Pump	No. and size	
Ballast Pumps	Oil Cooler	Suctions, connected to both Main Bilge Pumps and Auxiliary		
Ballast Pumps	Are two independent means arranged for circulating water through the Oil Cooler	Are two independent means arranged for circulating water through the Oil Cooler		
Ballast Pumps	In Engine and Boiler Room	In Holds, &c.		
Ballast Pumps	1 @ 3" dia	2 @ 3" dia aft hold		
Ballast Pumps	1 @ 2 1/2" dia	2 @ 2 1/2" dia fr hold		
Ballast Pumps				

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 5" **Independent Power Pump Direct Suctions to the Engine Room Bilges,** 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
 Are 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?
 Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

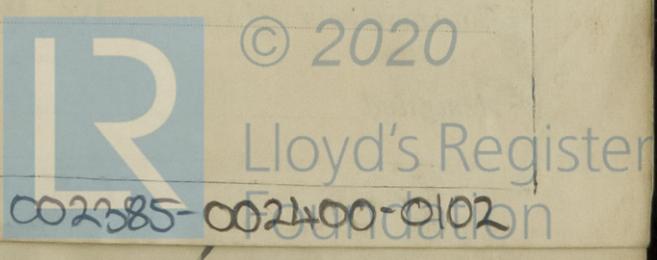
SPARE GEAR.

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

See Glasgow Rpt No 53036

The foregoing is a correct description,

Manufacturer.



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 $\frac{P}{32}$ $\frac{S}{16}$ DB $\frac{F}{12}$ $\frac{R}{32}$*
 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 (C) 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 ... *See Glo Rpt No 53036* : When applied for, *2-12-1932*
 Special ... £ : :
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ *1 : 11* : *7-12-1932*

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

Committee's Minute *Dec. 6 DEC 1932*

Assigned *+ Lane 11:32 Cl*

CERTIFICATE WILL BE



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