

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 14-6-1945 When handed in at Local Office 16.6.1945 Port of GLASSGOW

No. in Survey held at GLASSGOW & DALMUIR Date, First Survey 6.7.44 Last Survey 6.6.1945

Reg. Book (Number of Visits 88)

on the H.M.S. TRANSPORT FERRY N° 3041 (J1866) Tons { Gross 4157 Net 2430

Built at GLASSGOW By whom built HARLAND & WOLFF LTD. Yard No. 1294 When built 1945

Engines made at DERBY By whom made GEO. FLETCHER & CO. LTD. Engine Nos. 2124 2131 When made

Boilers made at SOUTHAMPTON By whom made J. I. THORNYCROFT & CO. LTD. Boiler No. W1349 When made

Registered Horse Power 5500 Owners ADMIRALTY Port belonging to

Nom. Horse Power as per Rule 658.25 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

Trade for which vessel is intended

GINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks

Crank shaft, dia. of journals as per Rule SEE NOTTINGHAM RPT. N° 92793 Crank pin dia. Mid. length breadth Thickness parallel to axis

as fitted 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

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 10.74 as fitted 10.75 Is the { tube screw } shaft fitted with a continuous liner {

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

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 35 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 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" 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

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 4 @ 3" 2 @ 2 1/2" 2 adm. from connection in Eng. Rms. 4 @ 3" 2 @ 2 1/2" Bilge suction and 2 adm. from connection in Blr. Rms. In Holds, &c. 1 @ 5" 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 @ 1 1/2" Eng. Rm. connections, 2 adm. from conn. in Blr. Rms. 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 EXTRACTORS

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

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 Valves with Pin

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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record W.T.) Total Heating Surface of Boilers 10650 sq. ft.

Which Boilers are fitted with Forced Draft BOTH Which Boilers are fitted with Superheaters NONE

No. and Description of Boilers TWO-THREE DRUM TYPE Working Pressure 225 LBS.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

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 specification

The foregoing is a correct description.

Manufacturer.

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Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits 88

Dates of Examination of principal parts - Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shafts P-13-9-44 S-19-9-44 Intermediate shafts P-13-9-44 S-19-9-44
Tube shaft 13-9-44 Screw shafts 12-7-44 V-19-9-44 Propeller 13-9-44 V-30-10-44
Stern tube 19-9-44 Engine and boiler seatings 26-10-44 Engines holding down bolts 28-3-45
Completion of fitting sea connections 30-10-44

Completion of pumping arrangements Boilers fixed 9-11-44 Engines tried under steam 6-6-45
Main boiler safety valves adjusted 25-4-45 Thickness of adjusting washers Port P.V. 16 SV 32 ST 30 P.V. 25 SV 32
Crank shaft material Identification Mark See not 92+93 Thrust shaft material S Identification Mark S 8974
Intermediate shafts, material S Identification Mark P. LLOYD 3623 Tube shaft, material Identification Mark
Screw shaft, material S Identification Mark S 1624 Steam Pipes, material S Test pressure 675 lb Date of Test Feb-Mar

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

Is this machinery duplicate of a previous case YES If so, state name of vessel TRANSPORT FERRY No 3036

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery has been installed

in accordance with the approved plans and the terms of the

machinery requirements

The machinery was examined under full working conditions

with satisfactory results

The safety valves of both boilers were adjusted under steam

to 225 lbs/sq inch and accumulation tests satisfactorily carried out

Propellers and part of the intermediate shafting were made

under the supervision of the Admiralty Engineer Overseers

The electrical installation has been carried out under

the supervision of the Admiralty Representative

The machinery of this vessel is eligible in my opinion to

have the record of LMC + 6.45 with the notation of

T.S.(09) in the Register Book

The amount of Entry Fee ... £
INSTALLATION 23
Special ... £
SPECIFICATION 23
Donkey Boiler Fee ... £
Travelling Expenses (if any) £

When applied for,
19 JUN 1945

When received,
19

ADmiralty
A/c rendered from
4 JUL '45
London

N. Russell

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 19 JUN 1945

Assigned LMC + 6.45



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