

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 H.M.S. TRANSPORT FERRY N° 3041 (J1866) (Number of Visits 88) Tons {Gross 4157
 Net 2430
 Built at GLASSGOW By whom built HARLAND & WOLFF LD. Yard No. 1294 When built 1945
 Engines made at DERBY By whom made GEO. FLETCHER & CO. LD. Engine Nos. 2124 When made
 Boilers made at SOUTHAMPTON By whom made J. I. THORNYCROFT & CO. LD. 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

ENGINES, &c.—Description of Engines
 Dia. of Cylinders Length of Stroke SEE NOTTINGHAM RPT. N° 92793 No. of Cylinders No. of Cranks
 Crank shaft, dia. of journals as per Rule as fitted Mid. length breadth Crank webs Thickness parallel to axis
 as fitted Crank pin dia. Mid. length thickness shrunk Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule 10.04
 as fitted 10.5 as fitted 10.5
 Tube Shafts, diameter as per Rule as fitted 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 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 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. Here connection in Eng. Rms. 4 @ 3" 2 @ 2 1/2" Bilge suction
 In Pump Room and 2 Adm. Here connections in Blt. 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. Rms. connections, 2 Adm. Here connection in Blt. 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
 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 BILGE EXTRACTORS
 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.F.) 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 As per specification
 State the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.



During progress of work in shops - - - - - W022012
 Dates of Survey while building
 During erection on board vessel - - - - - 1944 Jul 6, 12 Aug 16 Sep 13, 19 Oct 25, 9, 16, 23, 30 Nov 6, 8, 9, 15, 22, 24, 29 Dec 4, 11, 18, 19, 26, 29, 30, 31 Jan 5, 8, 9, 10, 15, 17, 24, 29 Feb 2, 5, 7, 8, 9, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 Mar 1, 2, 3, 7, 10, 11, 14, 15, 16, 21, 22, 28, 30 Jun 4, 6
 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 P13-9-44 S-19-9-44
 Tube shaft _____ Screw shafts 13-9-44 12-7-44 Y-19-9-44 Propeller 13-9-44 Y-30-10-44
 Stern tube 1949-44 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 ST30. P.V. 25 SV 32
 Crank shaft material _____ Identification Mark See note 92 + 93 Thrust shaft material S Identification Mark P. LLOYD 8978
 Intermediate shafts, material S Identification Marks P. LLOYD 3623 Tube shaft, material _____ Identification Mark _____
 Screw shaft, material S Identification Mark " 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 Overseas
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

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

The amount of Entry Fee	£	:	:	When applied for,
INSTALLATION	23	-	19	19 JUN 1945
Special	£	:	:	
SPECIFICATION	23	-	19	
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

ADMIRALTY
M. Russell
 Engineer Surveyor to Lloyd's Register of Shipping.
 A/c rendered from London 4 JUL '45

Committee's Minute **GLASGOW 19 JUN 1945**
 Assigned Lmc + 6.45

