

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 22ND FEB. 1943 When handed in at Local Office 26TH FEB. 1943 Port of GREENOCKNo. in Survey held at GREENOCK Date, First Survey 8TH JUNE 1942 Last Survey 19TH JULY 1943
Reg. Book Sup 88736 on the SINGLE SC "TRIONA" (Number of Visits 97)Built at PORT GLASGOW By whom built LATHGOWS LTD Yard No. 974 Tons {Gross 7282.89
Net 4025.21

Engines made at GREENOCK By whom made JOHN G. KINCAID & CO. LTD Engine No. 741 When made 1943

Boilers made at GREENOCK By whom made JOHN G. KINCAID & CO. LTD Boiler No. 741 When made 1943

Registered Horse Power - Owners BRITISH PHOSPHATE COMMISSIONERS Port belonging to LONDON

Nom. Horse Power as per Rule 509 510 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended OCEAN GOING

ENGINES, &c.—Description of Engines

Three cylinder triple

Revs. per minute 76

Dia. of Cylinders 24 1/2 - 39 - 70 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.997 as fitted 14.25 Crank pin dia. 14 3/4 Crank webs Mid. length breadth 22 Thickness parallel to axis 9 shrunk Mid. length thickness 9 Thickness around eye-hole 6 3/8

Intermediate Shafts, diameter as per Rule 13.33 as fitted 13.625 Thrust shaft, diameter at collars as per Rule 13.997 as fitted 14.25

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 14.851 as fitted 15.375 Is the {tube screw} shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule .753 as fitted .8125 Thickness between bushes as per Rule .565 as fitted .75 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

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 No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5'-1"

Propeller, dia. 18'-3" Pitch 16'-6" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 115 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. 2 Diameter 4" Stroke 27" Can one be overhauled while the other is at work Yes

Feed Pumps {No. and size 2 No. 21 How driven Steam Pumps connected to the Main Bilge Line {No. and size 6 No. 24 6 No. 21 How driven Steam

Ballast Pumps, No. and size 6 No. 13 x 10 1/2 24 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" In Holds, &c. N°1. 2 @ 3" N°2 2 @ 3 1/2 N°3 2 @ 3" N°4 2 @ 3"

In Pump Room X bunker 2 @ 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 6 No. @ 10" Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 6 No. @ 5" 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

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 Below

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 Bilge lines How are they protected Wood & sheathing

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 Yes Is it fitted with a watertight door No worked from Access from Upper Deck

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 7248 sq. ft.

Which Boilers are fitted with Forced Draft All boilers Which Boilers are fitted with Superheaters None

No. and Description of Boilers Three cylindrical S.E. Working Pressure 220 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 Yes Main Boilers Yes Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements 3-3-42 Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description.
For JOHN G. KINCAID & CO. LIMITED.

Director.

Manufacturer.

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Dates of Survey while building
During progress of work in shops - - (1942) JUNE 8. 15. 25. JULY 15. 23. 31. AUG. 5. 27. 28. 29. SEPT. 7. 10. 15. OCT. 5. 14. 15. 19. 21. 22. 26. NOV. 2. 17. 20. 25. 26. DEC. 7. 11. (1943) JAN. 5. 6. 8. 11. 14. 19. 22. 25. 26. 27. 28. 29. FEB. 1. 5. 8. 10. 11. 15. 17. 19.
During erection on board vessel - - -
Total No. of visits 44.

Dates of Examination of principal parts—Cylinders 25-6-42 Slides 25-6-42 Covers 25-6-42
Pistons 25-6-42 Piston Rods 17-11-42 Connecting rods 17-11-42
Crank shaft 17-11-42 Thrust shaft 17-11-42 Intermediate shafts 26-10-42
Tube shaft ✓ Screw shaft 26-10-42 Propeller 26-10-42
Stern tube 14-10-42 Engine and boiler seatings 25-11-42 Engines holding down bolts 11-1-41
Completion of fitting sea connections 26-11-42
Completion of pumping arrangements 19-2-43 Boilers fixed 8-1-42 Engines tried under steam 19-2-43
Main boiler safety valves adjusted 8-2-43 Thickness of adjusting washers
Crank shaft material S.M.S. Identification Mark 11041 C.N.H. Thrust shaft material S.M.S. Identification Mark 11407 C.N.H.
Intermediate shafts, material S.M.S. Identification Marks 10842 C.N.H. Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material S.M.S. Identification Mark 10842 C.N.H. Steam Pipes, material S.D.S. Test pressure 660 lb/sq. in. Date of Test 20/11/42-29/2/43
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 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 No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)

These engines & boiler have been built under special survey in accordance with the Rules & approved plans. The materials & workmanship are sound & good. They have been efficiently installed in the vessel & tested under working conditions on a short sea trial with satisfactory results. The boiler safety valves have been adjusted under steam, accumulation nil.

This machinery is eligible in my opinion to be classed in the Society Register Book with record

+ LMC 2-43 & the notation Screw shaft CL 3 SB; 220 lb/sq. in. FD

Main & Auxiliary steam pipes S.D.S. "Open Hearth"

Deck steam pipes 6 1/2" 5 1/2" 4 1/2" S.D.S. Open Hearth

Deck steam pipes 4" 3 1/2" 3" 2 3/8" "Bessemer"

The amount of Entry Fee ... £ 6 :
Special ... £ 100 : 9
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ :
When applied for, 27th FEB. 1943.
When received, 19

Charles J. Hunter
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 2 MAR 1943

Assigned -1- LMC 2.43 28



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