

Prt engine 11723

No. 22851

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office **Greenock** 21 JUN 1945

of writing Report 15<sup>th</sup> Nov 1944 When handed in at Local Office 16<sup>th</sup> NOVEMBER 1944 Port of **Greenock**

in Survey held at **Greenock** Date, First Survey **22<sup>nd</sup> JULY 1943** Last Survey **9<sup>th</sup> NOVEMBER 1944**

Book on the **V238 Y.H. "LOCH" CLASS "303Y"** (Number of Visits **45**) Tons { Gross **4157** Net **2630**

built at **Glasgow** By whom built **Ranfoul & Co** Yard No. **728** When built **1945**

Engines made at **Greenock** By whom made **Rankin & Blackmore Ltd** Engine No. **501** When made **1944**

Boilers made at **Glasgow** By whom made **Barrick & Wain** Boiler No. **10630 1/2** When made **1945**

Registered Horse Power **5500** Owners **Admiralty** Port belonging to

Net Horse Power as per Rule **658.25** Is Refrigerating Machinery fitted for cargo purposes  Is Electric Light fitted

Use for which vessel is intended

Engines, &c.—Description of Engines **4 Crank Triple Expansion** Revs. per minute **185**

No. of Cylinders **18 1/2 31 38 38 2** Length of Stroke **30"** No. of Cylinders **4** No. of Cranks **4**

Crank shaft, dia. of journals as per Rule **10 1/2"** Crank pin dia. **10 1/2"** Crank webs Mid. length breadth **-** Thickness parallel to axis **6 1/2"**

as fitted **10 1/2"** Crank webs Mid. length thickness **-** Thickness around eye-hole **4 1/2"**

Intermediate Shafts, diameter as per Rule  Thrust shaft, diameter at collars as per Rule

as fitted  as fitted

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

as fitted  as fitted

Liner 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

as fitted  as fitted

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 so, state type  Is an approved Oil Gland or other appliance fitted at the after end of the tube

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

Water Pumps worked from the Main Engines, No.  Diameter  Stroke  Can one be overhauled while the other is at work

Oil Pumps worked from the Main Engines, No.  Diameter  Stroke  Can one be overhauled while the other is at work

Other Pumps connected to the Main Bilge Line { No. and size  How driven

Fast Pumps, No. and size  Lubricating Oil Pumps, including Spare Pump, No. and size

Oil Cooler  Suctions, connected to both Main Bilge Pumps and Auxiliary

Pump Room  In Holds, &c.

Water Circulating Pump Direct Bilge Suctions, No. and size  Independent Power Pump Direct Suctions to the Engine Room Bilges,

and size  Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship  Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates  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  Are the Blow Off Cocks fitted with a spigot and brass covering plate

Are the Pipes pass through the bunkers  How are they protected

Are the 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

Are 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  Is the Shaft Tunnel watertight  Is it fitted with a watertight door  worked from

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

Which Boilers are fitted with Forced Draft  Which Boilers are fitted with Superheaters

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 be used for domestic purposes only

ANS. 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.

Is the spare gear required by the Rules been supplied

Is the principal additional spare gear supplied **Spare gear dispatched with this engine covers two sets**

and is included for **V238 Y.H. Messrs. Rankin & Blackmore No 500**

The foregoing is a correct description. **Rankin & Blackmore Ltd.** **Manufacturer.**

**Managing Director**

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During progress of work in shops -- (1943) JULY 22. AUG 17.31. SEPT 23. OCT 6.8.11.18.29. NOV 1.11.18.22.29. DEC 15.20. (1944) JAN 5.17.19.27.31. FEB 7.10.14.21. MAR 27.29. APRIL 10.21. MAY 2.9.24. JUNE 1.14. JULY 13.18.21.26. AUG 1.17.28. OCT 19.31. NOV 9.

Dates of Survey while building

During erection on board vessel ---

Total No. of visits 45

Dates of Examination of principal parts—Cylinders HP&MP 29.2.44 Slides 24.5.44 Covers 28.8.44

Pistons 24.5.44 Piston Rods 31.10.44 Connecting rods 31.10.44

Crank shaft 26.7.44 Thrust shaft Intermediate shafts

Tube shaft Screw shaft Propeller

Stern tube Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material S.M. Steel Identification Mark 7922 ✓ MS 26.7.44 Thrust shaft material Identification Mark

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel 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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under Special Survey in accordance with the rules and the Admiralty Specifications which has been supervised the materials and workmanship are good.

The engine is being sent to Glasgow to await allocation

Classification Fee 22 : 10

The amount of Entry Fee £ 22 : 10

Supervision Fee charged by Special (Laird's office) 22 : 10

Donkey Boiler Fee

Travelling Expenses (if any) £

When applied for, 16<sup>th</sup> Nov. 1944

When received, 19

ADMIRALTY

A/c rendered from London 29.11.44

M Caldwell  
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute GLASGOW 19 JUN 1945 21 NOV 1944 J.L.R.

Assigned Transmitted to Wokingham



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