

pt. 4.

RECEIVED

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

of writing Report 15th Nov 1944. When handed in at Local Office 16th NOVEMBER 1944. Port of Greenock
in Survey held at Greenock Date, First Survey 22nd JULY 1943 Last Survey 9th NOVEMBER 1944
Book on the V238 Y.H. "LOCH" CLASS "303Y" (Number of Visits 45)
Tons { Gross 415.7
Net 243.0
Built at Glasgow By whom built Ranfear & 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 Edmunds Port belonging to
Horse Power as per Rule 658.25 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
for which vessel is intended

INES, &c.—Description of Engines 4 Crank Triple Expansion Revs. per minute 185
of Cylinders 18 1/2" 31" 38 1/2" 38 1/2" 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" 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 } shaft fitted with a continuous liner {
as fitted as fitted { screw }
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
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
no 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
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
Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Pumps connected to the Main Bilge Line { No. and size How driven
Pumps connected to the Main Bilge Line { No. and size How driven
Lubricating Oil Pumps, including Spare Pump, No. and size
two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
Pumps:—In Engine and Boiler 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
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
all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
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
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
Pipes pass through the bunkers How are they protected
Pipes pass through the deep tanks Have they been tested as per Rule
all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
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
partment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers
Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters
and Description of Boilers Working Pressure

A REPORT ON MAIN BOILERS NOW FORWARDED?
A DONKEY BOILER FITTED? If so, is a report now forwarded?

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)

Reheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

the spare gear required by the Rules been supplied
the principal additional spare gear supplied Spare gear dispatched with this engine covers two sets
and is included for V238. 7.3 Messrs. Rankin & Blackmore No 500

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

W. J. M. D.
Managing Director

Manufacturer.



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003649-003658-0186

Dates of Survey while building
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.
During erection on board vessel - - -
Total No. of visits 145

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
Tube shaft
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. 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 Specification 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 £
Special Fee charged by 22 : 10
Donkey Boiler Fee
Travelling Expenses (if any) £

When applied for, 16 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
Assigned Transmitted to Wokingham 21 NOV 1944



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