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REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

 Writing Report 13th MARCH 1945. When handed in at Local Office 16th MARCH 1945. Port of Greenock 21 MAR 1945 21 JUN 1945

 in Survey held at Greenock Date, First Survey 11th OCTOBER 1943 Last Survey 12th MARCH 1945.

 Book 3037 (Number of Visits 39)

 on the V 238 Y 5 "LOCH" CLASS Tons Gross 4157

 at Greenock By whom built Rankin & Blackmore Ltd Yard No. 783 When built 1945

 Engines made at Greenock By whom made Rankin & Blackmore Ltd Engine No. 502 When made 1945

 Boilers made at Glasgow By whom made Babcock & Wilcox Boiler No. 1071630 4 When made 1945

 Indicated Horse Power 5500 Owners Admiralty Port belonging to

 Horse Power as per Rule 658.28 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

for which vessel is intended

 Description of Engines 4 Crank Triple Expansion Revs. per minute 185

 of Cylinders 18 1/2 x 31 3/8 x 38 1/2 Length of Stroke 30 No. of Cylinders 4 No. of Cranks 4

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

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

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

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

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 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

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

Two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to 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 and/or Boiler 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

at Pipes pass through the bunkers. How are they protected

at 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

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

A REPORT ON MAIN BOILERS NOW FORWARDED?

A DONKEY BOILER FITTED? If so, is a report now forwarded?

the donkey boiler be used for other than domestic purposes

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 supplied for two sets and will be

dispatched with V 238 Y 6. Messrs Rankin and Blackmore's No 503

The foregoing is a correct description.

Rankin & Blackmore Ltd. James Lewis (Manufacturer) Works Manager.



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Dates of Survey while building
During progress of work in shops -- (1943) OCT 11. NOV. 18. 22. DEC. 15. (1944) JAN. 4. 19. FEB. 4. 21. 28. MAR. 3. 10. 16. 29. JULY 13. 21. AUG. 17. 28. OCT. 19. 24. NOV. 9. 17. 21. DEC. 1. 11. 15. 18. 21. 28. (1945) JAN. 5. 15. 24. FEB. 6. 14. 26. MAR. 12.
During erection on board vessel -- 12.
Total No. of visits 39.

Dates of Examination of principal parts—Cylinders 2LP. 24.10.44 HP. 8MP. 11.12.44 Slides 24.1.45 Covers 6.2.45
Pistons 24.1.45 Piston Rods 1.3.45 Connecting rods 1.3.45
Crank shaft 26.2.45 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 3210 MS. 26.2.45 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 be installed in a vessel building there.

For identification purposes the crank shaft has been stamped
LLOYDS NO 3210
MC. 26.2.45

Certificate to be sent to...

Classification Fee 22 10
The amount of Entry Fee 22 10
Supervision Fee charged by London Office 22 10
Donkey Boiler Fee
Travelling Expenses (if any)

When applied for, 17 MAR. 1945
When received, 19 JUN 1945

ADMIRALTY
A/c rendered from
London 27 MAR '45

M. Caldwell
Engineer Surveyor to Lloyd's Register of Shipping

Date GLASGOW 20 MAR 1945

Committee's Minute

Transmit to
Warrington



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