

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

21 MAR 1945

Date of writing Report 14<sup>th</sup> MARCH 1945. When handed in at Local Office 15<sup>th</sup> MARCH 1945. Port of GREENOCK

No. in Survey held at GREENOCK Date, First Survey 31<sup>st</sup> OCTOBER 1944. Last Survey 8<sup>th</sup> MARCH 1945. (Number of Visits 32)

Reg. Book on the *Engine Meland* Tons { Gross 813 Net 334

Built at Glasgow By whom built *As J Inglis Ltd* Yard No. 1288 P A/MS 1006. When built 1945

Engines made at GREENOCK By whom made *RANKIN & BLACKMORE LD* Engine No. 50-90. When made 1945

Boilers made at Glasgow By whom made *S. Rowan & Co* Boiler No. B486 When made 1944

Registered Horse Power Owners *Ministry of War Transport* Port belonging to

Nom. Horse Power as per Rule 125 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended *Not checked*

ENGINES, &c.—Description of Engines *Inverted Triple Expansion* Revs. per minute

Dia. of Cylinders 15" 25 1/2" 41" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 8 3/8" Crank pin dia. 8 3/8" Crank webs Mid. length breadth Thickness parallel to axis 5 1/2"

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

Tube Shafts, diameter as fitted Screw Shaft, diameter as fitted Is the tube shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the propeller boss

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 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

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 16 1/2" Can one be overhauled while the other is at work *Yes*

Feed Pumps } No. and size Pumps connected to the Main Bilge Line } No. and size How driven

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

Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room

In Pump Room In Holds, &c.

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

No. 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

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

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

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

No. and Description of Boilers Working Pressure 190 lb ?

IS A REPORT ON MAIN BOILERS NOW FORWARDED ?

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

Can the donkey boiler be used for other than domestic purposes

PLANS. 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.

Has the spare gear required by the Rules been supplied *Supplied by Aitchison & Blair Ltd.*

State the principal additional spare gear supplied

The foregoing is a correct description.

Messrs. Rankin & Blackmore Ltd. Manufacturer. *Aitchison* Managing Director.



© 2020

Lloyd's Register Foundation

00416-004124-0219

(1944) OCT. 31. NOV. 11. 17. DEC. 1. 11. 18. 28. (1945) JAN. 5. 15. 24. FEB. 6. 14. 26. MAR. 1. 5. 8.

Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - - -  
Total No. of visits.

1945 Jan 9. 11. 12. 16. 18. 24. Feb 6. Mar 14. 19. 27. 29. Apr 4. 5. 9. 11

32

Dates of Examination of principal parts - Cylinders 16/2/45 Slides 6/2/45 Covers 14/2/45  
Pistons 6/2/45 Piston Rods 5/3/45 Connecting rods 5/3/45  
Crank shaft 15/1/45 Thrust shaft Intermediate shafts  
Tube shaft Screw shaft Propeller  
Stern tube Engine and boiler seatings Engines holding down bolts  
Completion of fitting sea connections Boilers fixed Engines tried under steam  
Completion of pumping arrangements  
Main boiler safety valves adjusted Thickness of adjusting washers  
Crank shaft material S. M. Steel Identification Mark No 8616 26/9/44 J.H. 15/1/45 M.C. 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.

General Remarks (State quality of workmanship, opinions as to class, &c.)  
These engines have been built under Special Survey in accordance with the Rules and the approved drawings. The materials and workmanship are good. The Ministry of War Transport Specification Larkem supervised the machinery is eligible to be classed in my opinion, + L.M.C. with date when fitted into a classed vessel.

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

The amount of Entry Fee ... £ 3 : 0 :  
Special 2 (including 25% Specification) 15 : 12 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 16th MAR 1945.  
When received, 19.

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

Date GLASGOW 20 MAR 1945 24 APR 1945

Committee's Minute  
Signed for Completion

