

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 29-9-1942 When handed in at Local Office 29-9-1942 Port of Leith
 No. in Survey held at Burntisland Date, First Survey 25-6-42 Last Survey 26-9-1942
 Reg. Book. 85908 on the S.S. "CARLTON" (Number of Visits 9)
 Built at Burntisland By whom built Burntisland S. B. Co. Ltd. Yard No. 263 Tons { Gross 7210
 Engines made at Glasgow By whom made J. Rowan & Co. Ltd. Engine No. 1108 Net 4311
 Boilers made at Glasgow By whom made J. Rowan & Co. Ltd. Boiler No. 1108 When built 1942
 Registered Horse Power 512 Owners R. Chapman & Son When made 1942
 Nom. Horse Power as per Rule 512 Is Refrigerating Machinery fitted for cargo purposes No Port belonging to Newcastle
 Trade for which Vessel is intended Is Electric Light fitted Yes

GINES, &c.—Description of Engines

ia. of Cylinders as per Rule Length of Stroke as per Rule No. of Cylinders as per Rule Revs. per minute 73 (LIGHT SHIP)
 Crank shaft, dia. of journals as fitted Crank pin dia. as fitted Crank webs Mid. length breadth as fitted No. of Cranks as fitted
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 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 is in more than one length at 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
 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. Diameter Stroke Can one be overhauled while the other is at work
 Feed Pumps { No. and size 2 Hays - 7" x 9 1/2" x 21" Pumps connected to the { No. and size 2 on Main Eng. 1 Ballast 10" x 12" x 12" 1 Gen. Service 8" x 5" x 8"
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size one - 10" x 12" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size Steam
 Are two independent means arranged for circulating water through the Oil Cooler
 Bilge Pumps;—In Engine and Boiler Room 2 Port, 1 Star = 3" dia. 1 Direct Star = 5" dia. Suctions, connected to both Main Bilge Pumps and Auxiliary
 In Pump Room Yes In Holds, &c. N° 1 Hold 1 P. 1 S. = 3" dia. N° 2 Hold 1 P. 1 S. = 3 1/2" dia. N° 3 Hold 1 P. 1 S. = 2 1/2" dia. N° 4 Hold 1 P. 1 S. = 3" dia. N° 5 Hold 1 P. 1 S. = 2 1/2" dia. TUNNEL WELL SUCTION = 2 1/2" DIA.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size one at 5" dia. 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, except main tank injection on steel reservoir. Both
 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 MAIN BELOW OTHERS ABOVE.
 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 Suctions How are they protected Wood ceiling
 What pipes pass through the deep tanks Have they been tested as per Rule Yes
 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 Yes

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

IS A REPORT ON MAIN BOILERS NOW FORWARDED

IS A DONKEY BOILER FITTED?

Can the donkey boiler be used for domestic purposes only

If so, is a report now forwarded?

PLANS.

Are approved plans forwarded herewith for Shafting
(If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied YesState the principal additional spare gear supplied See List. Propellers.

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register
Foundation

004206-004212-0065

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - 25/6/42, 27/7/42, 8/7/42, 29/7/42, 6/8/42, 21/8/42, 31/8/42, 14/9/42, 26/9/42.
Total No. of visits 9.

Dates of Examination of principal parts—Cylinders
Pistons
Piston Rods
Connecting rods
Crank shaft
Thrust shaft
Intermediate shafts
Tube shaft
Screw shaft
Engines holding down bolts
Stern tube
Engines tried under steam
Completion of fitting sea connections
Completion of pumping arrangements
Main boiler safety valves adjusted
Crank shaft material
Identification Mark
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—Glasgow Report N° 66000
has been efficiently fitted on board, the materials and workmanship being sound and good.
On completion, the safety valves were adjusted to 220 lbs/sq in and the Main and Auxiliary
machinery were tried under working conditions at sea and found satisfactory.
This machinery in my opinion, is in a safe working condition and eligible to be classed
in the Register Book with the notation of L.M.C. 9-42, T.S.C., F.II.

The amount of Entry Fee ... £ 20 : 2 : 6
Special ...
Donkey Boiler Fee ... £ 1 : 13 : 3
Travelling Expenses (if any) £ 1 : 13 : 3

Committee's Minute
Assigned
FRI, 16 OCT 1942
+ L.M.C. 9-42
J.D. Ch.

J. J. Campbell
Engineer Surveyor to Lloyd's Register of Shipping.