

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, J. B. Co. Ltd. Yard No. 263 Tons { Gross 7210
 Engines made at Glasgow By whom made J. Rowan & Co. Ltd. Engine No. 1108 When built 1942
 Boilers made at Glasgow By whom made J. Rowan & Co. Ltd. Boiler No. 1108 When made 1942
 Registered Horse Power 512 Owners R. Chapman & Son Port belonging to Newcastle
 Nom. Horse Power as per Rule 512 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes
 Trade for which Vessel is intended _____

GINES, &c.—Description of Engines
 dia. of Cylinders _____ Length of Stroke _____ No. of Cylinders _____ Revs. per minute 73 (LIGHT SHIP)
 Crank shaft, dia. of journals _____ as per Rule _____ Crank pin dia. _____ No. of Cranks _____
 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 _____
 Bronze Liners, thickness in way of bushes _____ as per Rule _____ Thickness between bushes _____ as fitted _____
 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 _____ the space charged with a plastic material insoluble in water and non-corrosive
 If two liners are fitted, is the shaft lapped or protected _____ Is an approved Oil Gland or other appliance fitted at the after end of the tube
 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 Weighs - 7" + 9 1/2" + 21" Pumps connected to the { No. and size 2 on Main Eng. 1 Ballast 10" + 12" + 12" 1 Gen. Service 8" x 5" + 8"
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size one - 10" + 12" + 12" Lubricating Oil Pumps, including Spare Pump, No. and size _____
 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 _____ 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 1/2" 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. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size _____ 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. Are they fitted with Valves or Cocks 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 _____
 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 _____

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? See Glasgow Report No 66000
 IS A DONKEY BOILER FITTED? _____ If so, is a report now forwarded? _____
 Can the donkey boiler be used for domestic purposes only _____
PLANS. Are approved plans forwarded herewith for Shafting _____ 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 Yes
 State the principal additional spare gear supplied See List. Propellers.

The foregoing is a correct description.

Manufacturer.



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004206-004212-0065

During progress of work in shops - -
 Dates of Survey while building
 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 Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft Intermediate shafts
 Tube shaft Screw shaft *in place 29-7-42* Propeller *in place 29-7-42*
 Stern tube *in place 2-7-42* Engine and boiler seatings 8-7-42 Engines holding down bolts 21-8-42
 Completion of fitting sea connections 8-7-42
 Completion of pumping arrangements 14-9-42 Boilers fixed 21-8-42 Engines tried under steam 14-9-42 & 26-9-42
 Main boiler safety valves adjusted 14-9-42 Thickness of adjusting washers *PORT BLR " CENTRE BLR " STAR BLR "*
 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 *No.* 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 *Yes.* If so, state name of vessel *S.S. "INGLETON" Lth. Rpt. N-20697.*

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" 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.*

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 ... £ 20 : 2 : 6 *To be collected by Lth. & credited to Lth.*
 Special ...
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ 1 : 13 : 3
 When applied for, 30-9-1942
 When received,

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

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