

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 19 APR 1950

Date of writing Report 10.4.1950 When handed in at Local Office 11.4.1950 Port of GLASGOW
 No. in Survey held at GLASGOW Date, First Survey 21.4.49 Last Survey 30.3.1950
 Reg. Book SS. 'TREGLISSON' Tons Gross 55 Net 55
 on the SS. 'TREGLISSON' Yard No. 484 When built 1950
 Built at PORT GLASGOW By whom built W. HAMILTON & CO Engine No. 1224 When made 1950
 Engines made at GLASGOW By whom made D. ROWAN & CO Boiler No. 1224 When made 1950
 Boilers made at GLASGOW By whom made D. ROWAN & CO Port belonging to LONDON
 Registered Horse Power 2520 + 1080 Owners HAIN S.S. CO
 Nom. Horse Power as per Rule MN. 851V NHP 676 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES
 Trade for which vessel is intended General Cargo Open Sea Service

ENGINES, &c.—Description of Engines Triple Expansion with Bauerbach Transfer Turbine vs. per minute 85 ✓
 Dia. of Cylinders 26" 42 1/2" 72" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 14.5" as per Rule 14.5" Crank pin dia. 15" as per Rule 15" Mid. length breadth 24" Thickness parallel to axis 9 1/2" ✓
 as fitted 15" Crank webs 9 1/2" shrunk Thickness around eye-hole 6 3/4" ✓
 Intermediate Shafts, diameter 14 1/2" as per Rule 14 1/2" Thrust shaft, diameter at collars 14 1/2" as per Rule 14 1/2" as fitted 14 1/2"
 Tube Shafts, diameter 14 1/2" as per Rule 14 1/2" as fitted 14 1/2" Is the screw shaft fitted with a continuous liner Yes ✓
 as fitted 14 1/2" Screw Shaft, diameter 15 3/4" as per Rule 15 3/4" as fitted 15 3/4" Is the after end of the liner made watertight in the
 propeller boss Yes ✓ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes ✓
 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 Yes ✓
 If two liners are fitted, is the shaft lapped or protected between the liners Yes ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes ✓
 at NO If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5' 3" ✓
 Propeller, dia. 19' 3" Pitch 15' 6" No. of Blades 4 Material BRONZE whether Moveable Fixed Total Developed Surface 112.5 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 ✓ Diameter 4" Stroke 27" Can one be overhauled while the other is at work Yes ✓
 Bilge Pumps worked from the Main Engines, No. 2 ✓ Diameter 4 1/2" Stroke 27" Can one be overhauled while the other is at work Yes ✓
 Feed Pumps No. and size 3. 12" x 9" x 24" ✓ Pumps connected to the Main Bilge Line 1 @ 10" x 12" x 12" 1 @ 9 1/2" x 7" x 18"
 How driven Steam ✓ Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 9" x 8" x 18"
 Ballast Pumps, No. and size 1 @ 10" x 12" x 12" ✓ Oil Cooler Yes ✓ Suctions, connected both to Main Bilge Pumps and Auxiliary
 Are two independent means arranged for circulating water through the Oil Cooler Yes ✓ 1 @ 2 1/2" Tunnel well
 Bilge Pumps: In Engine and Boiler Room 6 @ 3" 2 @ 2" 3 @ 2 1/2" only help 1 @ 2 1/2" Tunnel well
 In Pump Room NO 2 @ 3" In Holds, &c. NO 2 @ 3" NO 2 @ 3 1/2" NO 3 @ 3"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 11" ✓ Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges. Yes ✓
 No. and size 1 @ 11" 1 @ 5" ✓ 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 ✓ Are they fitted with Valves or Cocks Yes ✓
 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 Below ✓
 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 Yes ✓ How are they protected Yes ✓
 What pipes pass through the deep tanks Yes ✓ 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 Yes ✓ worked from By room top ✓

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 8787 sq + 3915 sq ✓
 Which Boilers are fitted with Forced Draft all ✓ Which Boilers are fitted with Superheaters all ✓
 No. and Description of Boilers 3 Single ended multitubular ✓ Working Pressure 220 lbs ✓
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes ✓
 IS A DONKEY BOILER FITTED? NO ✓ If so, is a report now forwarded? Yes ✓
 Can the donkey boiler be used for other than domestic purposes Yes ✓ Main Boilers Yes ✓ Auxiliary Boilers Yes ✓ Donkey Boilers Yes ✓
 PLANS. Are approved plans forwarded herewith for Shafting Yes ✓ Main Boilers Yes ✓ Oil fuel Burning Piping Arrangements Yes ✓
 (If not state date of approval) Superheaters Manchester ✓ General Pumping Arrangements Yes ✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes ✓
 State the principal additional spare gear supplied as per Rule requirements and attached list.

The foregoing is a correct description.

For David Rowan T6: 26
 Archd. H. Grierson

Manufacturer.



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004642-004645-0010

During progress of work in shops - - - { 1949 Apr 21 May 26 Jun 20 Jul 11 Aug 16 23-26 Sep 2-6-30 Oct 3-14-21-24 Nov 1-4-11-14-17-18-22-29 Dec 2-12-13-14
20-23-28 1950 Jan 9-10-11-23-24-25-27 Feb 1-3-4-10-17-21-24 Mar 6-7-10-13-15-17-22-23-25-27-30.
Dates of Survey while building {
During erection on board vessel - - - {
Total No. of visits 55

Dates of Examination of principal parts—Cylinders HP 14.10.49 LP 1.11.49 MP 1.11.49 Slides 6.11.49. Covers 14.10.49.
Pistons 6.2.50. Piston Rods 6.2.50. Connecting rods 6.2.50.
Crank shaft 18.11.49. Thrust shaft 30.9.49. Intermediate shafts 16.8.49.
Tube shaft 30.9.49. Propeller 30.9.49.
Stern tube 3.10.49. Engine and boiler settings 23.1.50. Engines holding down bolts 6.3.50.
Completion of fitting sea connections 15.10.49
Completion of pumping arrangements 27.3.50. Boilers fixed 17.2.50. Engines tried under steam 30.3.50.
Main boiler safety valves adjusted 22.3.50. Thickness of adjusting washers PV 7/16 SV 7/16 Sp 1/8 PV 7/16 SV 7/16 Sp 1/8
Crank shaft material O.H. 15. Identification Mark HAI 313.49 Thrust shaft material Identification Mark
Intermediate shafts, material O.H. 15. Identification Marks 15444-16005 Tube shaft, material Identification Mark
Screw shaft, material OHIS Identification Mark 16006 HAI. Steam Pipes, material SD Steel Test pressure 660 lb Date of Test 27.1.50. 16.3.50
Is an installation fitted for burning oil fuel Yes. Is the flash point of the oil to be used over 150° F. Yes.
Have the requirements of the Rules for the use of oil as fuel been complied with Yes.
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No. 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 No. If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery has been constructed under special survey in accordance with the Society's Rules and the approved plans. Materials and workmanship are good. The machinery has been efficiently installed on board the vessel tried under full working conditions during sea trials with satisfactory results and is eligible to be classed in the Register Book with record of +LMC 3-50 and notations TSC 3.5B. 220 lb. Fitted for oil fuel 3-50 F.P. above 150° F.

The amount of Entry Fee ... £228 = (165 H.N.)
Special ... £ : When applied for, 18 APR 1950
Donkey Boiler Fee ... £ : When received, 19
Travelling Expenses (if any) £ : 19

Date GLASGOW 8 APR 1950

R. Shaw.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute.

+ LMC 3/50
Fitted for oil fuel 3/50. F.P. above 150° F.

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