

Rpt. 4.

Slid. No. 34402  
have No. 102953

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 45 When handed in at Local Office 21. 6. 19 45 Port of NEWCASTLE-ON-TYNE

No. in Survey held at NEWCASTLE-ON-TYNE Date, First Survey (1944) Aug. 23<sup>rd</sup> Last Survey June 11<sup>th</sup> 19 45  
Reg. Book (Number of Visits 46)

on the **TRANSPORT FERRY No 3018.** Tons (Gross 415) (Net 2430)

Built at NEWCASTLE By whom built R. & W. HAWTHORN, LESLIE & CO. LD. Yard No. 680. When built 1945.

SHAFTING Engines made at NEWCASTLE By whom made H. L. & CO. LD. Engine No. 4016. When made 1945.

Boilers made at By whom made Boiler No. When made

Registered Horse Power Owners THE ADMIRALTY Port belonging to

Nom. Horse Power as per Rule 659. 658 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES.

Trade for which vessel is intended OCEAN GOING.

## ENGINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks  
as per Rule Mid. length breadth Thickness parallel to axis  
Crank shaft, dia. of journals Crank pin dia. Crank webs shrunk Thickness around eye-hole  
as fitted Mid. length thickness

Intermediate Shafts, diameter Thrust shaft, diameter at collars  
as per Rule 3' 5 1/2" as per Rule 10' 0 1/4"  
as fitted 10 1/2" as fitted 10 1/2"

Tube Shafts, diameter Screw Shaft, diameter  
as per Rule 10' 7 3/4" as per Rule 10' 7 3/4"  
as fitted 10 3/4" Is the screw shaft fitted with a continuous liner NO.

Bronze Liners, thickness in way of bushes Thickness between bushes 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

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 SHAFT YES. If so, state type "NEWARK" OIL GLAND. Length of Bearing in Stern Bush next to and supporting propeller 5'-5 1/2"

Propeller, dia. 10'-0" Pitch 10'-2" No. of Blades 3 Material BRONZE whether Moveable NO. Total Developed Surface 35 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 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 YES. 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 BOTH.

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 NONE. How are they protected

What pipes pass through the deep tanks NONE. 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 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

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 1-6-45. 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

State the principal additional spare gear supplied

The foregoing is a correct description. R. & W. HAWTHORN, LESLIE & CO. LIMITED

R. B. Tolson

Manufacturers.



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Lloyd's Register Foundation

005453-005461-0245

(1944) Aug 23, 28, 30 Sept. 1, 5, 8, 18, 26, Oct. 4, 11, 13, 17, 19, 27, 30, 31 Nov. 3, 13,  
 Dec. 1, 7, 14 (1945) Jan. 3, 10, 12, 16, 19, 24, 29, Feb. 5, 7, 14, 21, 23, 28  
 Mar. 12, 22 Apr. 17, 20, May 2, 15, 24, 28 June 4, 5, 6, 11  
 During progress of work in shops - -  
 During erection on board vessel - - -  
 Total No. of visits **46**

Dates of Examination of principal parts—Cylinders Slides Covers  
 Pistons Piston Rods Connecting rods  
 Crank shaft Thrust shaft P.S. 17.4.45. Intermediate shafts (4 LENGTHS) 17.4.45. 24.5.45.  
 Tube shaft Screw shaft P.S. 17.4.45. Propeller 6.6.45.  
 Stern tube P.S. 5.6.45. Engine and boiler seatings 11.6.45. Engines holding down bolts  
 Completion of fitting sea connections 11.6.45.  
 Completion of pumping arrangements Boilers fixed Engines tried under steam  
 Main boiler safety valves adjusted Thickness of adjusting washers  
 Crank shaft material Identification Mark Thrust shaft material STEEL Identification Mark P. 3984. AEM.  
 Intermediate shafts, material STEEL Identification Marks 3873. 3882. AEM. 3880. AEM. Tube shaft, material Identification Mark  
 P. 4030 AEM. (34332. 20261 - SUPPLIED BY ADMIRALTY)  
 Screw shafts material STEEL Identification Mark S. 4031. AEM. 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.....YES.....If so, state name of vessel TRANSPORT FERRIES. N° 3016 & 3017.

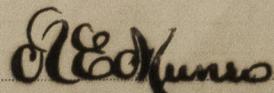
General Remarks (State quality of workmanship, opinions as to class, &c.)

The screw shafts, thrust shafts, and four lengths of intermediate shafting, and sea connections have been constructed by R. W. Hawthorn Leslie & Co. Ltd. St. Peter's, under special survey in accordance with the Admiralty Statement of Requirements, and the Society's Rules, and the materials and workmanship are good.

It is stated that the machinery will be supplied by G. Clark & Co. Ltd. Sunderland, and the vessel has now proceeded to Sunderland for installing of machinery.

This vessel is eligible in my opinion to have the record of LMC WITH DATE, and the notation TS.06 when the survey is completed.

The amount of Entry Fee	£	:	When applied for,
Special	£	:	19
Donkey Boiler Fee	£	:	When received,
Travelling Expenses (if any)	£	:	19

  
 Engineer Surveyor to Lloyd's Register of Shipping.

Date **FRI. 8 AUG 1947**

Committee's Minute **Deferred for completion**

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

