

Rpt. 4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 1945 When handed in at Local Office 21. 6. 1945 Port of NEWCASTLE-ON-TYNE
 No. in Survey held at NEWCASTLE-ON-TYNE Date, First Survey (1944) Aug. 23rd Last Survey June 11th 1945
 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. LTD. Yard No. 680. When built 1945.
 Engines made at NEWCASTLE By whom made H. & L. CO. LTD. 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 Revs. per minute
 Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks
 as per Rule as fitted
 Crank shaft, dia. of journals Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
 as fitted Mid. length thickness Thickness around eye-hole
 Intermediate Shafts, diameter Thrust shaft, diameter at collars
 as per Rule as fitted
 Tube Shafts, diameter Screw Shaft, diameter
 as fitted Is the {tube / screw} shaft fitted with a continuous liner { / NO.
 as per Rule as fitted
 Bronze Liners, thickness in way of bushes Thickness between bushes Is the after end of the liner made watertight in the
 as fitted 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 / How driven} Pumps connected to the {No. and size / How driven} Main Bilge Line
 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.

LESLIE & CO. LIMITED

Manufacturer.



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Lloyd's Register Foundation

005453-005461-0245

During progress of work in shops - - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 46

Aug 23, 28, 30 Sept. 1, 5, 8, 18, 26, Oct. 4, 11, 18, 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

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 R 3984. AEM.
Intermediate shafts, material STEEL	Identification Marks 3879. 3880. 3881. 3882. 3883. 3884. 3885. 3886. 3887. 3888. 3889. 3890. 3891. 3892. 3893. 3894. 3895. 3896. 3897. 3898. 3899. 3900. 3901. 3902. 3903. 3904. 3905. 3906. 3907. 3908. 3909. 3910. 3911. 3912. 3913. 3914. 3915. 3916. 3917. 3918. 3919. 3920. 3921. 3922. 3923. 3924. 3925. 3926. 3927. 3928. 3929. 3930. 3931. 3932. 3933. 3934. 3935. 3936. 3937. 3938. 3939. 3940. 3941. 3942. 3943. 3944. 3945. 3946. 3947. 3948. 3949. 3950. 3951. 3952. 3953. 3954. 3955. 3956. 3957. 3958. 3959. 3960. 3961. 3962. 3963. 3964. 3965. 3966. 3967. 3968. 3969. 3970. 3971. 3972. 3973. 3974. 3975. 3976. 3977. 3978. 3979. 3980. 3981. 3982. 3983. 3984. 3985. 3986. 3987. 3988. 3989. 3990. 3991. 3992. 3993. 3994. 3995. 3996. 3997. 3998. 3999. 4000.	Tube shaft, material Identification Mark
Screw shafts material STEEL	Identification Mark S. 4030. AEM. (34332. 20261 - SUPPLIED BY ADMIRALTY)	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. Peters, 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.

Date Fri. 8 AUG 1947

Committee's Minute Deferred for completion

A. E. Jones
Engineer Surveyor to Lloyd's Register of Shipping.