

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 13 NOV 1941

Date of writing Report 4th Nov. 1941. When handed in at Local Office 8th Nov. 1941. Port of GREENOCK

No. in Survey held at PORT GLASGOW Date, First Survey 22nd MAY 1941. Last Survey 29-Oct. 1941
Reg. Book. on the "DARICA" (Number of Visits 17) Tons { Gross 692.45
Net 264.09

Built at PORT GLASGOW By whom built FERGUSON BROS (PT. GLASGOW) LTD Yard No. 354 When built 1941

Engines made at PT GLASGOW By whom made FERGUSON BROS (PT. GLASGOW) Engine No. 354 When made 1941

Boilers made at PAISLEY By whom made A.F. CRAIG & CO LTD Boiler Nos 746/7 When made 1941

Registered Horse Power Owners THE TURKISH GOVERNMENT Port belonging to

Nom. Horse Power as per Rule 132 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 225

Dia. of Cylinders 12-19-31 Length of Stroke 21 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 6.09 Crank pin dia. 7.125 Crank webs Mid. length breadth 12 Thickness parallel to axis 4 9/16
as fitted 6.875 Mid. length thickness 4 9/16 shrunk Thickness around eye-hole 3 1/4

Intermediate Shafts, diameter as per Rule 5.8 Thrust shaft, diameter at collars as per Rule 6.09
as fitted 7.125 as fitted 7.125

Tube Shafts, diameter as per Rule 6.425 Screw Shaft, diameter as per Rule 6.75 Is the tube shaft fitted with a continuous liner Yes
as fitted 6.75 as fitted 6.75 Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule .490 Thickness between bushes as per Rule .368 Is the after end of the liner made watertight in the
as fitted .53125 as fitted .53125

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

Propeller, dia. 7-6 Pitch 5-6 No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 20 sq. feet

Feed Pumps worked from the Main Engines, No. None 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 Two 6x13" Cylinders 8 1/2" Pumps connected to the { No. and size Two. 1 @ 7" dia 9" stroke & 1 @ 6" dia 6" stroke
How driven Steam Main Bilge Line How driven Steam

Ballast Pumps, No. and size One 7" dia x 9" stroke Lubricating Oil Pumps, including Spare Pump, No. and size ✓

Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room Three @ 3" Two @ 2" In Pump Room ✓ In Holds, &c. Two @ 2 1/2" & One @ 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 6" Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size One @ 3" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes Tunnel well in Eng mud box fitted 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 the Overboard Discharges above or below the deep water line above

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes How are they protected ✓

What Pipes pass through the bunkers None Have they been tested as per Rule ✓

What pipes pass through the deep tanks ✓ 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 None Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2554 sq. ft.

Which Boilers are fitted with Forced Draft Both Which Boilers are fitted with Superheaters None

No. and Description of Boilers Two cylindrical return tube Working Pressure 180 lbs/sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes Glasgow of No 64417.

IS A DONKEY BOILER FITTED? No 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 Nº 1662 Main Boilers 14-3-40 Auxiliary Boilers ✓ Donkey Boilers ✓
(If not state date of approval)

Superheaters ✓ General Pumping Arrangements S.H.W.P. Nº 1662 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 separate list.

The foregoing is a correct description.

FERGUSON BROTHERS (PORT-GLASGOW) LTD.
Peter Ferguson DIRECTOR

Manufacturer.



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(1941) MAY 22. JULY 30. AUG. 8. 22. 26. 30. SEPT. 9. 11. 22. 30. OCT. 4. 9. 13. 16. 20. 24. 29.

Dates of Survey while building
During progress of work in shops --
During erection on board vessel ---
Total No. of visits 14

Dates of Examination of principal parts—Cylinders 30-8-41 Slides 30-8-41 Covers 30-8-41
Pistons 30-8-41 Piston Rods 11-9-41 Connecting rods 11-9-41
Crank shaft 11-9-41 Thrust shaft 8-8-41 Intermediate shafts 8-8-41
Tube shaft ✓ Screw shaft 8-8-41 Propeller 8-8-41
Stern tube 30-7-41 Engine and boiler seatings 11-9-41 Engines holding down bolts 4-10-41
Completion of fitting sea connections 11-9-41
Completion of pumping arrangements 24-10-41 Boilers fixed 22-9-41 Engines tried under steam 29-10-41
Main boiler safety valves adjusted 24-10-41 Thickness of adjusting washers 3/8 7/16 3/8 3/8
Crank shaft material S Identification Mark 393 CNH Thrust shaft material S Identification Mark 309 CNH
Intermediate shafts, material S Identification Marks 314 CNH Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material S Identification Mark 369 CNH Steam Pipes, material S.D. Steel Test pressure 540 lbs/sq Date of Test 16-10-41
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 "SILVRI" GPK 71 N° 21568.
Cardak

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

These engines have been built under special survey in accordance with the Rules and approved plans. The materials & workmanship are sound & good. The engine together with the boilers have been efficiently installed on board & tried out under full working conditions on a short sea trial with satisfactory results. The boiler safety valves have been adjusted under steam 180 lbs accumulative oil. This machinery is eligible in my opinion to be classed in the Society Register book with record
+ LMC 10-41 & Notation CL. 2 SB 180 lbs/sq FD.

Certificates for forgings being common to this engine and for engine 355 to follow will be attached to report on 355 when completed

The amount of Entry Fee ... £ 3 0 : When applied for, 8th Nov. 1941.
Special g/s. for Boilers 17. ... £ 16 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When received, 19.

The amount of Entry Fee ... £ 3 0 :
Special g/s. for Boilers 17. ... £ 16 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :

Charles J. Hunter
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 11 NOV 1941

Assigned -1- LMC 10.41

