

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19 12 1943 When handed in at Local Office 27 12 1943 Port of Glasgow
 No. in Survey held at Glasgow & Greenock Date, First Survey 8. 12. 42 Last Survey 16. 12. 1943
 Reg. Book (Number of Visits 64)
 on the S.S. "PROSPECTOR" Tons Gross 6202 Net 3663
 Built at Port Glasgow By whom built Messrs Lithgows Ltd Yard No. 988 When built 1943
 Engines made at Glasgow By whom made David Rowan & Co. Ltd Engine No. 1131 When made 1943
 Boilers made at -do- By whom made -do- Boiler No. 1131 When made 1943
 Registered Horse Power 524 Owners Charente S.S. Co. Ltd. Port belonging to Liverpool
 Nom. Horse Power as per Rule 524 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended Foreign.

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 75.
 Dia. of Cylinders 24", 43", 44" Length of Stroke 54" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 15.29" Crank pin dia. 15.5" Mid. length breadth 23" Thickness parallel to axis 9.5"
 as fitted 15.3" Crank webs Mid. length thickness 9.5" shrunk Thickness around eye-hole 7.5" & 4.5"
 Intermediate Shafts, diameter as per Rule 14.56" Thrust shaft, diameter at collars as per Rule 15.29"
 as fitted 14.5" as fitted 15.3"
 Tube Shafts, diameter as per Rule 16.102" Is the {tube screw} shaft fitted with a continuous liner {Yes
 as fitted 16.8" as fitted 16.8"
 Screw Shaft, diameter as per Rule 7.92" Thickness between bushes as per Rule 5.94"
 as fitted 7.8" as fitted 5.8" 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
 at No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 6' 2"
 Propeller, dia. 18' 6" Pitch 18' 6" No. of Blades 4 Material C.I. whether Moveable Yes Total Developed Surface 110 sq. feet
 Feed Pumps worked from the Main Engines, No. None Diameter 4 1/2" Stroke 24" 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 24" Can one be overhauled while the other is at work Yes
 Feed Pumps {No. and size 2 @ 10 1/2" - 8" x 24" Pumps connected to the {No. and size Ballast Pump: General Service
 How driven Steam Main Bilge Line How driven Steam Steam 10 1/2" x 8" x 24"
 Ballast Pumps, No. and size {One 8" centrifugal
 {One @ 10 1/2" - 13" x 24" 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 2 @ 3 1/2", one @ 2 1/2" Eng. Room 2 @ 3 1/2" Stokehold
 In Pump Room In Holds, &c. No 1-2 @ 3 1/2"; No 2-2 @ 3 1/2"; No 3-2 @ 3 1/2"; No 4-2 @ 3 1/2"
 No 5-2 @ 3 1/2"; No 6 hold well one @ 3"; Tunnel well one @ 3"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 10" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One @ 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, but main inlet on 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 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 Fore Hold suction. How are they protected Wood Casings.
 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 Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door No worked from Yes

MAIN BOILERS, &c.—(Letter for record. (r)) Total Heating Surface of Boilers 8208 ft²
 Which Boilers are fitted with Forced Draft None Which Boilers are fitted with Superheaters None
 No. and Description of Boilers 2 D.E. multitubular Working Pressure 210 LBS/sq"
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes
 Can the donkey boiler be used for domestic purposes only No
 PLANS. Are approved plans forwarded herewith for Shafting 5-12-42 Main Boilers 3-8-42 Auxiliary Boilers 4-8-42
 (If not state date of approval)

Superheaters General Pumping Arrangements 3-12-43 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 List attached

The foregoing is a correct description.

For David Rowan & Co Ltd
 Archd. H. Grierson

Manufacturer.



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006772-006779-0064

During progress of work in shops -- { 1942 Dec 8 1943 Mar 25 Apr 20 May 4 11 12 21 31 Jun 1 4 7 11 15 16 21 22 23 July 1 2 5 6 7 28 30 31 Aug 10 16 18 23 25 Sep 9 10 15 17 21 23 29 Oct 4 8 11 12 15 25 26 28 Nov 1 8 15 18 23 24 28 30 Dec 2.
Dates of Survey while building { During erection on board vessel -- { (GRK) (1943) OCT. 8. NOV. 14. 19. 24. 26. DEC. 3. 8. 9. 14. 16.
Total No. of visits 64

Dates of Examination of principal parts—Cylinders 2-7-43 Slides 21-6-43 Covers 2-7-43
Pistons 21-6-43 Piston Rods 21-6-43 Connecting rods 6-7-43
Crank shaft 23-6-43 Thrust shaft 2-7-43 Intermediate shafts 16-6-43
Tube shaft ✓ Screw shaft 16-8-43 Propeller 15-9-43
Stern tube 4-10-43 Engine and boiler seatings 8-10-43 Engines holding down bolts 24/11/43
Completion of fitting sea connections 8-10-43
Completion of pumping arrangements 9-12-43 Boilers fixed 19/11/43 Engines tried under steam
Main boiler safety valves adjusted 9-12-43 Thickness of adjusting washers Port 5 3/8" Starboard 5 1/2" Donkey 5 1/2"
Crank shaft material S.M. Steel Identification Mark & test numbers Lloyd's No 12115 A.T.B. Thrust shaft material S.M. Steel Identification Mark & test numbers Lloyd's No 12115 A.T.B.
Intermediate shafts, material S.M. Steel Identification Marks & test numbers Lloyd's No 9076 A.T.B. Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material S.M. Steel Identification Mark & test number Lloyd's No 9076 A.T.B. Steam Pipes, material Steel Test pressure 630 LBS/SQ INCH Date of Test Oct. 1943
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 War Emergency only ✓ If so, have the requirements of the Rules been complied with See Approved Plans.
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 ✓ Grader

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under special survey in accordance with the Rules & approved plans and the materials and workmanship are good. It has been satisfactorily installed in the vessel, tested under working conditions and, in our opinion, is eligible to be classed in the Register Book with record L.M.C. 12-43 & notation C.L.

The amount of Entry Fee ... £ 6 : 0 : 0 When applied for,
Special £ 80 : 14 : 0 29-11-1943
Donkey Boiler Fee ... £ 8 : 6 : 0 When received,
Travelling Expenses (if any) £ : : 20/12/1943

W. J. Brown & Jas. Stevenson & M. Calder
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 11 JAN 1944
Assigned -1- Dec 1.44



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