

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 23 JUL 1941

Date of writing Report 15th July 1941 When handed in at Local Office 19.7.41 Port of Glasgow
 No. in Survey held at Paisley Date, First Survey 25:10:40 Last Survey 16:7:1941
 Reg. Book. on the 08 (Number of Visits 36) Tons } Gross
 Built at Paisley By whom built R. Dunlop Ltd Yard No. 358 When built } Net
 Engines made at Paisley By whom made McKie & Baxter Ltd Engine No. 1327 When made 1941
 Boilers made at Glasgow By whom made John Thompson (Main Bldg) Ltd Boiler No. 5156 When made
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule 85 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Triple Expansion

Revs. per minute 140

Dia. of Cylinders 12-20-32 Length of Stroke 22 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 6.44 Crank pin dia. 6.2 Crank webs Mid. length breadth shrunk Thickness parallel to axis 4.8
 as fitted 6.2 Mid. length thickness shrunk Thickness around eye-hole 2.8
 Intermediate Shafts, diameter as per Rule 6.13 Thrust shaft, diameter at collars as per Rule 6.44
 as fitted 6.4 as fitted 6.2
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 7.8 Is the tube shaft fitted with a continuous liner Yes
 as fitted Yes as fitted Yes
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 as fitted Yes as fitted Yes 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
 shaft Yes If so, state type Newark - Type N°3 Length of Bearing in Stern Bush next to and supporting propeller 29
 Propeller, dia. 8' 3" Pitch 10' 0" No. of Blades 4 Material Cast iron whether Moveable Yes Total Developed Surface 24 sq. feet
 Feed Pumps worked from the Main Engines, No. one Diameter 2.2 Stroke 12" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. one Diameter 2.2 Stroke 12" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size Pumps connected to the { No. and size
 { How driven Main Bilge Line { How driven
 Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size Yes
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both 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 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 Are they fitted with Valves or Cocks
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
 What Pipes pass through the bunkers How are they protected
 What pipes pass through the deep tanks 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
 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 S)Total Heating Surface of Boilers 1356 sq. ft.

Is Forced Draft fitted Yes No. and Description of Boilers One single ended Working Pressure 20 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? No
 IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 29-11-39 Main Boilers 6-11-39 Auxiliary Boilers Yes Donkey Boilers Yes
 (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 Yes as per attached sheet
 State the principal additional spare gear supplied

The foregoing is a correct description.

For McKie & Baxter, Limited

Manufacturer.

DIRECTOR



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Lloyd's Register
Foundation

1940 Oct: 25-29 Nov: 7 Dec: 18-25-31 (1941) Jan: 7-10-27 Feb: 7-12-18-26 Mar: 3-10-12-19
During progress of work in shops - - 24-26-31 Apr: 4-10-15-24 May: 1-9-14-21-23-30 June: 5-12-13-20 July: 7-16
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 36

Dates of Examination of principal parts—Cylinders 31-3-41 to 15-4-41 Slides 24-4-41 Covers 31-3-41 to 15-4-41
Pistons 24-4-41 Piston Rods 5-6-41 Connecting rods 5-6-41
Crank shaft 14-5-41 Thrust shaft 14-5-41 Intermediate shafts 14-5-41
Tube shaft ✓ Screw shaft 26-3-41 Propellers 26-3-41 to 23-5-41
Stern tube 24-3-41 Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements

Boilers fixed

Engines tried under steam

Main boiler safety valves adjusted

Thickness of adjusting washers

Crank shaft material Steel Identification Mark 9922 GAL Thrust shaft material Steel Identification Mark 5528 GAL

Intermediate shafts, material Steel Identification Marks 5558 GAL Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Steel Identification Mark 5554 GAL 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 No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. This engine has been constructed

under special survey in accordance with the Society's Rules and approved plans, and also in accordance with specification.

The materials and workmanship are good

The engine has been despatched to Thorne for installation in messrs Richard Dunstons yard No 358

906
19/7/41

The amount of Entry Fee ... £ : :
Special 2/21-5-0 £ 8 : 10 : 22 JUL 1941
Donkey Boiler Fee ... £ 2 : 2/6 :
Travelling Expenses (if any) £ : : 19

G. Anderson
For sup & H. A. Lang.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 22 JUL 1941

Assigned Defered

TUE. 30 SEP 1941

See Hull file
report No. 51326

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