

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 21-11-1945 When handed in at Local Office 26-11-1945 Port of GLASGOW  
 No. in Survey held at GLASGOW DALMUIR Date, First Survey 18-5-44 Last Survey 16-11-1945  
 Reg. Book GLASGOW DALMUIR (Number of Visits 72)  
 on the H.M.S. TRANSPORT FERRY No 3042 (J1867) Tons {Gross 4157  
 Net 2430  
 Built at GLASGOW By whom built HARLAND & WOLFF LTD. Yard No. 1298 When built 1945  
 Engines made at RENFREW By whom made KOBNITZ & CO. LD. Engine No. 1067 } When made 1944  
1068  
 Boilers made at DERBY By whom made INTERNATIONAL COMB. LD. Boiler No. 340/12/15 } When made 1944  
340/12/16  
 Registered Horse Power 5500 Owners ADMIRALTY Port belonging to \_\_\_\_\_  
 Nom. Horse Power as per Rule 658 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES  
 Trade for which vessel is intended \_\_\_\_\_

ENGINES, &c.—Description of Engines \_\_\_\_\_ Revs. per minute \_\_\_\_\_  
 Dia. of Cylinders \_\_\_\_\_ Length of Stroke \_\_\_\_\_ No. of Cranks \_\_\_\_\_  
 Crank shaft, dia. of journals \_\_\_\_\_ Mid. length breadth \_\_\_\_\_ Thickness parallel to axis \_\_\_\_\_  
 as per Rule \_\_\_\_\_ Crank webs \_\_\_\_\_ shrunk \_\_\_\_\_  
 as fitted \_\_\_\_\_ Mid. length thickness \_\_\_\_\_ Thickness around eye-hole \_\_\_\_\_  
 Intermediate Shafts, diameter \_\_\_\_\_ Thrust shaft, diameter at collars \_\_\_\_\_  
 as per Rule \_\_\_\_\_ as per Rule 10-04"  
 as fitted 10-5" as fitted \_\_\_\_\_  
 Tube Shafts, diameter \_\_\_\_\_ Screw Shaft, diameter \_\_\_\_\_ Is the {tube} shaft fitted with a continuous liner { \_\_\_\_\_  
 as per Rule \_\_\_\_\_ as fitted 10-44" as fitted 10-75" as fitted \_\_\_\_\_  
 as fitted \_\_\_\_\_  
 Bronze Liners, thickness in way of bushes \_\_\_\_\_ Thickness between bushes \_\_\_\_\_ Is the after end of the liner made watertight in the  
 as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ as fitted \_\_\_\_\_  
 propeller boss \_\_\_\_\_ 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 PROPELLER? If so, state type NEWARK Length of Bearing in Stern Bush next to and supporting propeller 5-6"  
 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. NONE Diameter \_\_\_\_\_ Stroke \_\_\_\_\_ Can one be overhauled while the other is at work \_\_\_\_\_  
 Bilge Pumps worked from the Main Engines, No. NONE Diameter \_\_\_\_\_ Stroke \_\_\_\_\_ Can one be overhauled while the other is at work \_\_\_\_\_  
 Feed Pumps { No. and size 4 @ 8" x 10 1/2" x 22" Pumps connected to the { No. and size 4 @ 10" x 8" x 10" 2 @ 14" x 12" x 12"  
 { How driven STEAM Main Bilge Line { How driven STEAM  
 Ballast Pumps, No. and size 2 @ 14" x 12" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size NONE  
 Are two independent means arranged for circulating water through the Oil Cooler NONE Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps:—In Engine and Boiler Room 4 @ 3", 2 @ 2 1/2", 2 ADM. HOSE CONNECTIONS IN ENG. RMS. — 4 @ 3", 2 @ 2 1/2" BILGE EXTRACTOR SUCTIONS  
 In Pump Room AND 2 ADM. HOSE CONNS. IN BLR. RMS. In Holds, &c. 1 @ 5" 2 @ 3" 4 @ 2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 @ 9" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 2 @ 2 1/2" ENG. RM. C/DAMS. 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 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 YES (EXCEPT BILGE EXTRACTOR)  
 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 VALVES WITH ZINC  
 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 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 \_\_\_\_\_ Is it fitted with a watertight door \_\_\_\_\_ worked from \_\_\_\_\_

MAIN BOILERS, &c.—(Letter for record WST) Total Heating Surface of Boilers 10,750 sq ft 10,650 sq ft  
 Which Boilers are fitted with Forced Draft YES (CLOSED STROKEHOLD) Which Boilers are fitted with Superheaters NONE  
 No. and Description of Boilers 2-ADMIRALTY TYPE (3 DRUM SMALL TUBE) Working Pressure 225 lb/sq in  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES See Notes Rps-100 101 attached  
 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 3-5-44 Main Boilers \_\_\_\_\_ Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
 (If not state date of approval)  
 Superheaters \_\_\_\_\_ General Pumping Arrangements 11-12-44 Oil fuel Burning Piping Arrangements 11-12-44

### SPARE GEAR.

Has the spare gear required by the Rules been supplied As per Admiralty Specification  
 State the principal additional spare gear supplied \_\_\_\_\_

The foregoing is a correct description.

Manufacturer.



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During progress of work in shops - - -  
 Dates of Survey while building  
 During erection on board vessel - - -  
 Total No. of visits 72

1944 May 18 Sep 13 Oct 25 9 16 23 26 30 Nov 6 8 9 24 30 Dec 4 8 11 13 17 19 45 Jan 3 4 12 17 18 21 Feb 2 - 6 8 9 11 15 21 26 28 Mar 1 7 8 12 15 Apr 2 5 11 13 16 18 23 May 2 14 28 Jun 13 15 20 26 Aug 3 6 13 29 31 Sep 3 12 20 26 Oct 1 4 11 24 26 Nov 2 16

Dates of Examination of principal parts - Cylinders  
 Pistons Piston Rods Slides Covers  
 Crank shaft See Glasgow Report N° 69200 69201  
 Tube shaft - Screw shaft 11-12-44  
 Stern tubes 18-1-45 31-1-45 Engine and boiler seatings 31-1-45  
 Completion of fitting sea connections 31-1-45  
 Completion of pumping arrangements 2-11-45 Boilers fixed 6-2-45 Engines tried under steam 16-11-45  
 Main boiler safety valves adjusted 1-10-45  
 Crank shaft material S.M. STEEL Identification Mark 12602 T P S Thrust shaft material S Identification Mark S E M 8-12-44  
 Intermediate shafts, material S Identification Marks SEE UNDER Tube shaft, material - Identification Mark -  
 Screw shaft, material S Identification Mark S E M 11/12/44 Steam Pipes, material S Test pressure 675 Date of Test SEPT - NOV  
 Is an installation fitted for burning oil fuel YES Is the flash point of the oil to be used over 150° F. YES  
 Have the requirements of the Rules for the use of oil as fuel been complied with YES  
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No 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 FERRY N° 3041 G.L.S. RPT. N° 69700

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery has been constructed in accordance with the rules, approved plans and Admiralty specification. It has been satisfactorily installed in the vessel, tested under full working conditions and found in good order.

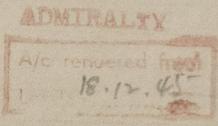
The safety valves of both boilers were adjusted under steam to 225 lbs/sq. inch.  
 Propellers and part of the intermediate shafting were made under the supervision of the Admiralty Engineer Liverpool.  
 The electrical installation has been carried out under the supervision of the Admiralty Representative.  
 The machinery of this vessel is eligible in our opinion to have the record of L.M.C. + 11,45 with the notation of T.S. 09 in the Register Book.

INTERMEDIATE SHAFTING MARKS

ADMIRALTY 20284B	51867 JT	LLOYDS CP 3904	10-10-44
"	20283T	"	CP 3905 10-10-44
"	221211	18833 B.C.L.	
"	221211	18905 C.L.	

The amount of Entry Fee ... £	:	:	When applied for,
INSTALLATIONS	23	0	30 NOV 1945
Special			19
SPECIFICATION	23	0	When received,
Donkey Boiler Fee			19
Travelling Expenses (if any) £	:	:	

M. Russell & G. E. Murdoch  
 Engineer Surveyors to Lloyd's Register of Shipping.



Committee's Minute  
 Assigned L.M.C. + 11.45

