

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 11 JAN 1945

Date of writing Report 8.1.1945 When handed in at Local Office Port of Glasgow
 No. in Survey held at 1945 Date, First Survey 29.9.42 Last Survey 17.11.1944
 Reg. Book (Number of Visits 22)
 on the Tons { Gross Net
 Built at By whom built Yard No. When built
 Engines made at 1945 By whom made Liberty & Co. Ltd. Engine No. 1067 When made 1944
 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 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which vessel is intended

ENGINES, &c. Description of Engines Triple expansion 4 cylinders Revs. per minute 185
 Dia. of Cylinders 18 1/2 - 31 - 38 1/2 - 38 1/2 Length of Stroke 30" No. of Cylinders 4 No. of Cranks 4
 Crank shaft, dia. of journals as per Rule 10.04" as fitted 10 1/2" Crank pin dia. 10 1/2" Crank webs Mid. length breadth 16 3/4" Thickness parallel to axis 6 1/2" shrunk Thickness around eye-hole 4 3/4" Mid. length thickness 6 1/2"
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule as fitted
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { tube screw } shaft fitted with a continuous liner {
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the 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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface 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 How driven Pumps connected to the Main Bilge Line { No. and size How driven
 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 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) 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 domestic purposes only
 PLANS. Are approved plans forwarded herewith for Shafting 5-12-40 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 } Yes, as per Admiralty requirements.
 State the principal additional spare gear supplied

The foregoing is a correct description.

Wm Wallace

Manufacturer.



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Dates of Survey while building

During progress of work in shops - - { 1942 Sep 29, 1943 Aug 16, Dec 15, 1944 Jan 14, Feb 17, Mar 17, 21, 28, 31, Apr 19, May 19, Jun 30, Jul 11, 29
 Aug 8, 18, 28, Sep 29, Oct 6, 17, Nov 17

During erection on board vessel - - - {

Total No. of visits 22

Dates of Examination of principal parts—Cylinders 21-3-44 Slides 8-8-44 Covers 21-3-44

Pistons 20-6-44 Piston Rods 20-6-44 Connecting rods 28-8-44

Crank shaft 31-3-44 Thrust shaft - Intermediate shafts -

Tube shaft - Screw shaft - Propeller -

Stern tube - 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 S.M. Steel Identification Mark L.S. No. 12461 HC Thrust shaft material - Identification Mark -

Intermediate shafts, material - Identification Marks - Tube shaft, material - Identification Mark -

Screw shaft, material - Identification Mark - 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 - Sent to Bureau 2.8

Is this machinery duplicate of a previous case? Yes If so, state name of vessel Gls. Rpt. No. 68693

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

constructed in accordance with the approved plans and specifications, and as otherwise modified and approved by the Admiralty. The materials have been tested as required by the Rules and the workmanship is good. It has been sent to storage at Calcutta to await installation in a vessel building by Messrs Harland & Wolff, Ltd.

The amount of Entry Fee ... £ : : } When applied for, 9 JAN 1945

Special ... £ 22 : 10 : }
 Donkey Boiler Fee ... £ 22 : 10 : }
 Travelling Expenses (if any) £ : : } When received, 19

ADMIRALTY
 A/c rendered from 19.1.45
 J. J. Gibson & J. H. Gibson
 Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 9 JAN 1945

Assigned Superintended for Completion



RJE
 8-1-45

Certificate to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minute.)