

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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No. in Survey held at Clydeham & Preston Date, First Survey 18/10/43 Last Survey 21/12/1944  
Reg. Book  
on the Steel screw "FRESH TARN" (Number of Visits 51) Tons { Gross 282.91  
Net 92.82  
Built at Clydeham By whom built The Clydeham Ship Co Ltd Yard No. 896 When built 1944  
Engines made at - do - By whom made - do - Engine No. 555 When made 1944  
Boilers made at - do - By whom made - do - Boiler No. 554 When made 1944  
Registered Horse Power 190 Owners The Admiralty Port belonging to London  
Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Lo. Is Electric Light fitted yes  
Trade for which vessel is intended For Admiralty tender services.

**ENGINES, &c.**—Description of Engines *Triple Expansion Inverted* Revs. per minute *180*  
 Dia. of Cylinders *11" x 18" x 30"* Length of Stroke *21"* No. of Cylinders *3* No. of Cranks *3*  
 Crank shaft, dia. of journals *as per Rule 5.49* Crank pin dia. *6"* Mid. length breadth *10"* Thickness parallel to axis *3 5/8"*  
*as fitted 6 1/2"* Crank webs *as per Rule 3 5/8"* Thickness around eye-hole *3"*  
 Intermediate Shafts, diameter *as per Rule 3.5 1/4"* Thrust shaft, diameter at collars *as per Rule 5.49"*  
*as fitted 3 3/4"* *as fitted 6 1/4"*  
 Tube Shafts, diameter *as per Rule* Screw Shaft, diameter *as per Rule 6.334"* Is the *tube* shaft fitted with a continuous liner *No.*  
*as fitted* *as fitted 6 1/8"* *screw*  
 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* *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 *yes* If so, state type *Sydnham & Co. B. Co.* Length of Bearing in Stern Bush next to and supporting propeller *24"*  
 Propeller, dia. *6' 10"* Pitch *4' 0"* No. of Blades *4* Material *CI* whether Moveable *No* Total Developed Surface *13* sq. feet  
 Feed Pumps worked from the Main Engines, No. *Two* Diameter *2"* Stroke *10 1/2"* Can one be overhauled while the other is at work *yes*  
 Bilge Pumps worked from the Main Engines, No. *Two* Diameter *2"* Stroke *10 1/2"* Can one be overhauled while the other is at work  
 Feed Pumps No. and size *One 6" x 4" x 18" simplex* Pumps connected to the Main Bilge Line No. and size *Two ME pumps, one 6" x 16" x 18" simplex*  
 How driven *steam* How driven *St. pump steam driven*  
 Ballast Pumps, No. and size *One - 10" x 12" x 24" simplex* Lubricating Oil Pumps, including Spare Pump, No. and size  
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to Main Bilge Pumps and Auxiliary  
 Bilge Pumps:—In Engine and Boiler Room *One P+S at fore end of ER, one at aft end of ER, one 2 1/2" dia. in ER, one 2 1/2" dia. in ER*  
 In Pump Room *One P+S + Centre, one 2 1/2" dia. in ER, one 2 1/2" dia. in ER, one 2 1/2" dia. in ER, one 2 1/2" dia. in ER*  
 In Holds, &c. *2 1/2" dia. in chain locker, crew space, gland compartment*  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size *One - 4" Dia* Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,  
 No. and size *One 2 1/2" in ER, one 2 1/2" in ER* 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 *Valves*  
 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 *above*  
 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 *None* How are they protected  
 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. *"S"*) Total Heating Surface of Boilers. *1600 sq.*  
Which Boilers are fitted with Forced Draft. *Two (one)* Which Boilers are fitted with Superheaters. *None.*  
No. and Description of Boilers *One single ended multitubular scotch* Working Pressure *180 lb./sq.*  
IS A REPORT ON MAIN BOILERS NOW FORWARDED? *yes.*  
IS A DONKEY BOILER FITTED? *No.* If so, is a report now forwarded? *✓*

LANS. Are approved plans forwarded herewith for Shafting 8.4.41 Main Boilers 8.4.41 Auxiliary Boilers ☒ Donkey Boilers ☒  
(If not state date of approval)

Superheaters ☒ General Pumping Arrangements 24-9-42 Oil fuel Burning Piping Arrangements ☒

*SPARE GEAR.*

as the spare gear required by the Rules been supplied. *Yls.*  
 The principal additional spare gear supplied: 2. Main bearing balls, 6-1/2" cyl cover studs & nuts, 6-1/2" pin & nut studs, Pump Link  
 brasses, 1-Set each 1 1/2" piston rings, 1-Set 1 1/2" piston & valve rod packing, 20-Condenser ferrules & plugs.  
 1-Set of piston & bucket rings for each independent pump, 2-Each lat. bottom & main bearing ball.  
 Packing Engines: 1-1-Set each main lat. bottom end brasses, piston rod, eccentric rod, stem & strap, 2-Contral  
 valve, 1-Distributing valve, 1-1-Set of main lat. & bottom brasses, piston rod  
 & valve packing, 1-Set of suction & delivery valves for each independent pump.  
 F.P. for Engines: 1-Set connecting rod ball & valve rings. Dynamo Engine: 1-Set piston rings main lat.  
 bottom brasses, governor springs, Generator: Armature wind bearings, 1-Set of field coils, brushes  
 & springs. Moulders: 1-Set piston rings, 1-Set main bearings.

The foregoing is a correct description.

*a correct description.*  
THE LYTHAM SHIP-BUILDING and  
ENGINEERING COMPANY, LIMITED;

*Manufacturer*

Lloyd's Register  
Foundation

2700-228800-218800



