

Rpt. 2.

No. 69438

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 1945 When handed in at Local Office 19. 3. 1945 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 16. 3. 44 Last Survey 8. 3. 1945
 Reg. Book SS FIREBEAM (Number of Visits 5) Tons { Gross 1553.73
 on the SS FIREBEAM Net 892.58
 Built at Aberdeen By whom built Messrs Hall Russell & Co. Ltd Yard No. 785 When built 1945
 Engines made at Glasgow By whom made David Rowan & Co. Ltd Engine No. 1133 When made 1945
 Boilers made at -do- By whom made -do- Boiler No. 1133 When made 1945
 Registered Horse Power 184 Owners Gas Light & Coke Co. Ltd Port belonging to London
 Nom. Horse Power as per Rule 184 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes
 Trade for which vessel is intended

Revs. per minute
 ENGINES, &c.—Description of Engines Triple Expansion
 Dia. of Cylinders 16 1/2" 24 1/2" 46" Length of Stroke 33" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 9 1/2" as per Rule 9.167 Crank pin dia. 9 3/4" Mid. length breadth 18 1/2" Thickness parallel to axis 6"
 as fitted 9 1/2" Crank webs 6" Mid. length thickness 6" shrunk Thickness around eye-hole 4 1/4"
 Intermediate Shafts, diameter 9 1/2" as per Rule 9.167 Thrust shaft, diameter at collars 9 1/2" as fitted 9 1/2"
 Tube Shafts, diameter 9 1/2" as per Rule 9.83 Is the tube shaft fitted with a continuous liner yes
 as fitted 10 1/4" as fitted 10 1/4" as per Rule 4.48 Is the after end of the liner made watertight in the
 Bronze Liners, thickness in way of bushes 5/8" as per Rule 5.97 Thickness between bushes 2/16" as fitted 2/16"
 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 One length
 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 white metal lining revolving on brass faced ring Is an approved Oil Gland or other appliance fitted at the after end of the tube
 at yes If so, state type with rubber compression ring Length of Bearing in Stern Bush next to and supporting propeller 3'-6"
 Propeller, dia. 13'-2" Pitch 13'-3" No. of Blades 4 Material C.I. whether Moveable Solid Total Developed Surface 58 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 18" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 18" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 2 Pumps connected to the Main Bilge Line { No. and size 2
 How driven by Main Engines How driven by Main Engines
 Ballast Pumps, No. and size 2 Lubricating Oil Pumps, including Spare Pump, No. and size 2
 Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected both to Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room yes In Holds, &c. yes
 In Pump Room yes

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges.
 No. and size 2 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 yes
 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
 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 yes How are they protected yes
 What pipes pass through the deep tanks yes Have they been tested as per Rule yes
 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 yes worked from yes

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2750 sq. ft.
 Which Boilers are fitted with Forced Draft main Which Boilers are fitted with Superheaters yes
 No. and Description of Boilers One Single Ended Working Pressure 200 LBS/sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes
 Can the donkey boiler be used for other than domestic purposes yes
 PLANS. Are approved plans forwarded herewith for Shafting yes Main Boiler yes Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval)
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes
 State the principal additional spare gear supplied see list attached

The foregoing is a correct description.

For David Rowan & Co. Ltd.

Arch. H. Grierson,

Manufacturer.



© 2021

Lloyd's Register

Foundation

Dates of Survey while building
During progress of work in shops - - 1944 Mar 16 Apr 20 25 May 13 15 June 3 Aug 7 28 Oct 5 9 18 Nov 9 14 21 22 28 Dec 4 5 12 18 21 26 1945 Jan 4 11 22 23
16 20 Feb 7 8 10 11 22 26 Mar 8
During erection on board vessel - - -
Total No. of visits 35.

Dates of Examination of principal parts - Cylinders 21-12-44 Slides 30-1-45 Covers 21-12-44
Pistons 8-2-45 Piston Rods 8-2-45 Connecting rods 12-1-45
Crank shaft 4-12-44 Thrust shaft 21-12-44 Intermediate shafts ✓
Tube shaft ✓ Screw shaft 7-2-45 Propeller 7-2-45
Stern tube fitted at Aberdeen 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 7 Test No. 12 Thrust shaft material S.M. Steel Identification Mark 7 Test No. 12
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material S.M. Steel Identification Mark 7 Test No. 12 Steam Pipes, material Steel Test pressure 600 LBS/SQ. INCH Date of Test 8-3-45
Remainder of Steam Pipes to be tested at Aberdeen.

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 Yes If so, state name of vessel "William Pearman" Glas. Rept. No. 65194

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under special survey in accordance with the Rules and approved plans. The materials and workmanship are good. It has been dispatched to Aberdeen for installation in the vessel and upon the completion of satisfactory trials will, in my opinion, be eligible to be classed with record & L.M.C. with date and notation C.L.

The amount of Entry Fee ... £ 3 : 0 : 0 When applied for, 2 C MAR 1945
Special ... £ 36 : 16 : 0
Aberdeen a/c ... £ 9 : 4 : 0
Donkey Boiler Fee ... £ : : : When received,
Travelling Expenses (if any) £ : : : 19

Date GLASGOW 20 MAR 1945
Committee's Minute Reported for completion
FRI 29 JUN 1945
Jas. Stevenson
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation