

REPORT ON STEAM RECIPROCATING ENGINE

23110.

Date of writing Report 10th SEPT. 1945. When handed in at Local Office 14th SEPT. 1945. Port of GREENOCK
 No. in Survey held at GREENOCK Date, First Survey 30th MAY 1944. Last 15/16
 Reg. Book GREENOCK on the H.M.S. TRANSPORT FERRY N° 3023
 Built at PORT GLASGOW By whom built LITHGOWS LTD Yard No. 1011 When made 1916
 Engines made at GREENOCK By whom made JOHN G. KINCAID & CO. LTD Engine No. 761 When made 1916
 Boilers made at RENFREW By whom made BABCOCK & WILCOX LTD Boiler No. 10/1650 When made 1916
 Registered Horse Power 648 Owners THE ADMIRALTY Port belonging to ADMIRALTY SERVICE
 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 ADMIRALTY SERVICE

ENGINES, &c.—Description of Engines Triple expansion Two four cylinder engines Revs. per minute 185
 Dia. of Cylinders 18 1/2 - 31 - 38 1/2 Length of Stroke 30 No. of Cylinders 8 No. of Cranks 8
 Crank shaft, dia. of journals as per Rule App^d as fitted 10 1/2 Crank pin dia. 10 1/2 Mid. length breadth 16 3/4 Thickness parallel to axis 6 1/2
 Crank webs Mid. length thickness 6 1/2 shrunk Thickness around eye-hole 4 7/8
 Intermediate Shafts, diameter as per Rule App^d as fitted 10 1/2 Thrust shaft, diameter at collars as per Rule App^d as fitted 10 1/2
 Tube Shafts, diameter as per Rule App^d as fitted 10 3/4 Is the { tube / screw } shaft fitted with a continuous liner { No }
 Screw Shaft, diameter as per Rule App^d as fitted 10 3/4
 Bronze Liners, thickness in way of bushes as per Rule App^d as fitted 10 3/4 Thickness between bushes as per Rule App^d as fitted 10 3/4 Is the after end of the liner made watertight in the 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 Yes
 at 4 1/2 If so, state type NEWARK Length of Bearing in Stern Bush next to and supporting propeller 5'-5"
 Propeller, dia. 10'-0" Pitch 10'-2" No. of Blades 3 Material Bronze whether Moveable No Total Developed Surface 35 sq. Yds.
 Feed-Pumps worked from the Main Engines, No. 3 Diameter 10" Stroke 10" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 3 Diameter 10" Stroke 10" Can one be overhauled while the other is at work Yes
 Feed Pumps No. and size Four 50,000 lbs 12"/hr Pumps connected to the Main Bilge Line No. and size Four 75 tons/hr
 How driven Steam How driven Steam
 Ballast Pumps, No. and size Two @ 200 lbs/hr Lubricating Oil Pumps, including Spare Pump, No. and size 1
 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 8 @ 3" Two bilge ejector 30 tons/hr in 1 each BR.
 In Pump Room 1 @ 3" 2 @ 5" In Holds, &c. 5 @ 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size Two @ 9" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size Two @ 2 1/2" Cofferdam 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 except bilge pump suction 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 Below
 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 No worked from Access from U.O.

MAIN BOILERS, &c.—(Letter for record closed stokehold) Total Heating Surface of Boilers 5325 sq. ft. x 2 = 10650
 Which Boilers are fitted with Forced Draft Closed Stokehold Which Boilers are fitted with Superheaters Yes
 No. and Description of Boilers Two 3 drum Admiralty type Working Pressure 225 lbs/sq. in
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes British Corporation Boiler N° 7447 & 7448.
 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 Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval) Approved plans supplied by Hawthorne & Leslie
 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 None

The foregoing is a correct description.
 For JOHN G. KINCAID & CO. LIMITED.

Alcazar Director. Manufacturer.



AT 30. JUNE 12. 13. 23. JULY 14. AUG. 21. 22. 25. 30. SEPT. 1. 5. 8. 13. 15. OCT. 16. 19. 30. NOV. 6. 17. 30.
 12. (1945) JAN. 8. 14. 19. 24. FEB. 23. 27. MAR. 1. 9. 14. 19. APRIL 2. 4. 10. 16. MAY 29. 31. JUNE 4. 11.
 15. 20. 22. 25. 28. JULY 13. 20. 31.

No. of visits 51.

Examination of principal parts—Cylinders 12-12-44 — 27-2-45 Slides 12-12-44 — 27-2-45 Covers 12/12/44 — 27/2/45
 Pistons 12/12/44 — 27/2/45 Piston Rods 12/4/45 — 22/4/45 Connecting rods 12/6/45 — 22/6/45
 Crank shaft 12/6/45 — 22/6/45 Thrust shaft 4/6/45 Intermediate shafts 4/6/45
 Tube shaft ✓ Screw shaft 31/5/45 Propeller 11/6/45
 Stern tube 4/6/45 Engine and boiler seatings 28/6/45 Engines holding down bolts ✓
 Completion of fitting sea connections 11/6/45
 Completion of pumping arrangements ✓ Boilers fixed ✓ Engines tried under steam ✓
 Main boiler safety valves adjusted ✓ Thickness of adjusting washers ✓
 Crank shaft material SMS Identification Mark S. 8753 Thrust shaft material SMS Identification Mark P. 8883
 Intermediate shafts, material SMS Identification Marks Adm. Supply Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material SMS Identification Mark S. 18730 Steam Pipes, material S ✓ Test pressure ✓ Date of Test ✓
 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 ✓
 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 HMS Transport Ferry N° 3022 Jth

General Remarks (State quality of workmanship, opinions as to class, &c.)

Intermediate Shafting 221211. 20317. 30172 Port
 221211. 21402. 30166 Starboard.

The machinery of this vessel has been constructed under special survey in accordance with the Rules & Admiralty Specifications. The materials & workmanship is good. It has been placed in the vessel, which has been towed to get it will be eligible in my opinion on completion to be classed in the Register Book with record of LMC finished with date & notation screws & shafts O.G. Two WTB closed stokehold & fitted for oil fuel FP about 150°F.

We are now informed that the completion of this vessel has been approximately 80% of the machinery installation is completed.

The amount of Entry Fee	£	:	:	When applied for,
Special	£	45	-	27/11/45
Donkey Boiler Fee	£	45	-	19
Inspection	£	18	10	When received,
Travelling Expenses (if any)	£	18	10	19

ADMITTED
 As Stenciled from
 London 17/11/45
 16/10/45

Charles J. Hunter
 Engineer Surveyor to Lloyd's Register of Shipping.

Date TUES. 4 DEC 1945

Transmit to London.



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