

Rpt. 4.

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 (Number of Visits)
 on the HMS. TRANSPORT FERRY N° 3023
 Built at PORT GLASGOW By whom built LITHGOWS LTD. Yard No. 1011 When
 Engines made at GREENOCK By whom made JOHN G. KINCAID & CO. LTD. Engine No. 761 When made
 Boilers made at RENFREW By whom made BARCOCK & WILCOX LTD. Boiler No. 10/1650/15/16 When made 1944
 Registered Horse Power Owners THE ADMIRALTY Port belonging to
 Nom. Horse Power as per Rule 648 658 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 - 32 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 as fitted 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 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. ft.
 Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 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
 Are two independent means arranged for circulating water through the Oil Cooler
 Bilge Pumps:—In Engine and Boiler Room 8 @ 3" Two bilge ejectors 30 tons/hr in 1 each BR.
 In Pump Room 1 @ 3" 2 @ 5" In Holds, &c. Six @ 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 Air 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 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 Yes Is it fitted with a watertight door No worked from Access from U.O.

MAIN BOILERS, &c.—(Letter for record) 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
 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?
 Can the donkey boiler be used for other than domestic purposes

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval) X Approved plans supplied by Hawthorne & Leslie
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied
 State the principal additional spare gear supplied

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

Director. Manufacturer.

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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 3. 10. 17. 24. 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 S 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 4/2 Is the flash point of the oil to be used over 150° F. 4/2
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 4/2 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 Specification. 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 furnished date & notation Screw shafts O.G. Two WTB closed stockhold & fitted for oil fuel FP above 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 ... £ :
Special ... £ 45 :
Donkey Boiler Fee ... £ 45 :
Travelling Expenses (if any) £ 18 :
18 10 :
When applied for, 19
When received, 19

Date

TUES. 4 DEC 1945

Transmit to London.

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



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