

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

113 APR 1949

Date of writing Report 19 When handed in at Local Office 19 Port of Glasgow.

No. in Survey held at Bowling, Ambatonia Date, First Survey 10.3.49. Last Survey 1-4-1949.
 Reg. Book (Number of Visits 10)

on the Twin Screw Steam Tug "TAMB" Tons { Gross
 Net

Built at Bowling By whom built Wm Scott & Son Yard No. 388 When built 1949.

Engines made at Newbury By whom made Wm Scott & Son Engine No. 2871 When made 1949.

Boilers made at Glasgow. By whom made Wm Barclay & Co. Ltd Boiler No. 47/6 When made 1948.

Registered Horse Power 2 x 200 Owners Petroleum Steamships Co. Ltd Port belonging to London.

Nom. Horse Power as per Rule 70 MN Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted if.

Trade for which vessel is intended Run. towing for cargo.

ENGINES, &c.—Description of Engines 2. cyl. Compound, Surface Condensing. Revs. per minute 175

Dia. of Cylinders 11" and 22" Length of Stroke 16" No. of Cylinders 2 x 2 No. of Cranks 2 x 2

Crank shaft, dia. of journals as per Rule Crank pin dia. 5" Mid. length breadth 6" Thickness parallel to axis ✓
 as fitted 5" Crank webs 3 1/8" shrunk Thickness around eye-hole ✓

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule as fitted 5"
 as fitted 4 5/8"

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the ✓ shaft fitted with a continuous liner { no ✓
 as fitted ✓ as fitted 5 1/2" ✓

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 if If so, state type "Hawthorn" Length of Bearing in Stern Bush next to and supporting propeller 1' 11" ✓

Propeller, dia. 5' 2" Pitch 8' 6" No. of Blades 4 Material M.B. whether Moveable Solid Total Developed Surface 11.5 sq. feet 29/4/49

Feed Pumps worked from the Main Engines, No. 1, 2, 3, 4, 5 Diameter 2 1/2" Stroke 8" Can one be overhauled while the other is at work ✓

Bilge Pumps worked from the Main Engines, No. 1, 2, 3, 4, 5 Diameter 2 1/4" Stroke 8" Can one be overhauled while the other is at work ✓

Feed Pumps { No. and size 2. of 5" x 7" x 5" 1/2" Wain Pumps connected to the { No. and size 1. G.S. 5" x 5" x 6" Vertical Duplex.
 How driven Slip Main Bilge Line { How driven Slip 42 M.E. Rams

Ballast Pumps, No. and size NONE Lubricating Oil Pumps, including Spare Pump, No. and size NONE

Are two independent means arranged for circulating water through the Oil Cooler NONE ✓ Suctions, connected both to Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room E.R. 2" ✓ A.R. 2" ✓ A.R. Cepedian 2"
 In Pump Room NONE In Holds, &c. Forst. Bilg. 2" After Bilg. 2" Forst. Bilg. 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1. of 5" ✓ Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
 No. and size 2 1/2" ✓ Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes if ✓

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 if ✓

Are all Sea Connections fitted direct on the skin of the ship if ✓ 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 if ✓ 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 if ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate if ✓

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 if ✓

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 if ✓ Is the Shaft Tunnel watertight NONE ✓ Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record 5.) Total Heating Surface of Boilers 1600 sq. ft. oil fired.

Which Boilers are fitted with Forced Draft NONE ✓ Which Boilers are fitted with Superheaters NONE ✓

No. and Description of Boilers 5.8.47/6 Scott's 2/3 main, return circ. Working Pressure 140 lbs/sq. in. ✓

IS A REPORT ON MAIN BOILERS NOW FORWARDED? if ✓

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 if ✓ Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)

Superheaters ✓ General Pumping Arrangements if ✓ Oil fuel Burning Piping Arrangements if ✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied if ✓

State the principal additional spare gear supplied ✓

The foregoing is a correct description.

Manufacturer.



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During progress of work in shops - - { 1947. July 3. Aug. 7. Dec. 1. 8. Jan. 29. 1948. Feb. 3. 10. 24.
Dates of Survey while building { During erection on board vessel - - - { Dec. 1949. 10. 21. 28. 24. April 1st. 1949.
Total No. of visits 9. in slop. (5 on slop)

Dates of Examination of principal parts—Cylinders 27. 1. 49. Slides 27. 1. 49. Covers 27. 1. 49.
Pistons 3. 2. 49. Piston Rods 3. 2. 49. Connecting rods 3. 2. 49.
Crank shaft 10. 2. 49. Thrust shaft 20. 1. 49. Intermediate shafts 20. 1. 49.
Tube shaft 17. 2. 49. Screw shaft 3. 2. 49. Propeller 3. 2. 49.
Stern tube 10. 3. 49. Engine and boiler seatings 10. 3. 49. Engines holding down bolts 24. 3. 49.
Completion of fitting sea connections 10. 3. 49.
Completion of pumping arrangements 21. 3. 49. Boilers fixed 21. 3. 49. Engines tried under steam 29. 3. 49.
Main boiler safety valves adjusted 29. 3. 49. Thickness of adjusting washers 9676. C.P. 14.5.47.
Crank shaft material S.M. Steel Identification Mark 9669 C.P. 15.4.47. Thrust shaft material S.M. Steel Identification Mark 1981. J.C.B. 7.9.48.
Intermediate shafts, material S.M. Steel Identification Marks 1955. J.C.B. 7.9.48. Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Steel Identification Mark 2017. J.P. Steam Pipes, material Copper 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 No ✓ 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 No.
Is this machinery duplicate of a previous case. ✓ If so, state name of vessel T.S.S. "Leif"

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

The Machinery and Boilers of this vessel have been constructed under special survey and in accordance with the approved Plans & Rules.
The installation of the Machinery and Boilers have been satisfactory carried out, and the Safety Valves of the Boilers adjusted to the required working pressure. Full power sea trials were carried out and all machinery found satisfactory.

The Machinery is eligible in my opinion for classification and the Records of 4.49. T.S.O.C. Fitted for oil fuel 4.49. F.P. above 150° F

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

The amount of Entry Fee £ 5.1.0.
Special ... £ : :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 12 APR 1949
When received, 19

Date GLASGOW 12 APR 1949

Committee's Minute

+ LMC 4.49

Fitted for oil fuel 4.49, F.P. above 150° F.

W. L. J. Am.

Engineer Surveyor to Lloyd's Register of Shipping.



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