

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 15 NOV 1939

Date of writing Report 1<sup>st</sup> NOVEMBER 1939 When handed in at Local Office 9<sup>th</sup> NOVEMBER 1939 Port of GREENOCKNo. in Survey held at GREENOCK.  
Reg. Book.Date, First Survey 8<sup>th</sup> FEBRUARY 1939. Last Survey 8<sup>th</sup> NOVEMBER 1939.

(Number of Visits 54)

on the

GLENPARK

Tons { Gross 5136  
Net 3057.4

Built at PORT GLASGOW By whom built LITHGOWS LD.

Yard No. 922

When built 1939-11

Engines made at GREENOCK

By whom made RANKIN &amp; BLACKMORE LD

Engine No. 461

When made 1939

Boilers made at GREENOCK

By whom made RANKIN &amp; BLACKMORE LD

Boiler No. 461

When made 1939

Registered Horse Power

Owners DENHOLM LINE STEAMERS LD. Port belonging to GREENOCK.

Nom. Horse Power as per Rule 468

469

Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted YES

Trade for which Vessel is intended

FOREIGN

## ENGINES, &amp;c.—Description of Engines INVERTED TRIPLE EXPANSION

Revs. per minute 70

Dia. of Cylinders 22 1/2" 36" 65" Length of Stroke 48" No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.44" as fitted 13.75" Crank pin dia. 13.75" Crank webs Mid. length breadth 20 1/4" Mid. length thickness

Thickness parallel to axis 8 5/8" Thickness around eye-hole 6"

Intermediate Shafts, diameter as per Rule 12.8" as fitted 13.125"

Thrust shaft, diameter at collars as per Rule 13.44" as fitted 13.75"

Tube Shafts, diameter as per Rule as fitted

Screw Shaft, diameter as per Rule 14.34" as fitted 14.75"

Is the screw shaft fitted with a continuous liner YES

Bronze Liners, thickness in way of bushes as per Rule 736" as fitted 75"

Thickness between bushes as per Rule 552" as fitted 625"

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

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

shaft No. If so, state type

Length of Bearing in Stern Bush next to and supporting propeller 59 1/2"

Propeller, dia. 18 1/2" Pitch 17 1/2"

No. of Blades 4

Material BRONZE

whether Movable No

Total Developed Surface 108 sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 4 1/2"

Stroke 27"

Can one be overhauled while the other is at work YES

Bilge Pumps worked from the Main Engines, No. 2

Diameter 4 1/2"

Stroke 27"

Can one be overhauled while the other is at work YES

Feed Pumps { No. and size Two 7 1/2" x 21" One 6 1/4" x 6" One 8 1/2" x 8"

Pumps connected to the Main Bilge Line

No. and size ONE 9" 12" x 12"

How driven STEAM

Ballast Pumps, No. and size ONE 9" 12" x 12"

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 2-2 3/4" P.S. ONE-2 3/4" STARD.

ONE-4 3/4" STARD. (DIRECT)

In Pump Room

In Holds, &amp;c. No 1 HOLD 2-3" No 2 HOLD 2-3 1/2" CROSSBUNKER 2-2 1/2"

COFFERDAM. ONE-2" TUNNEL. ONE-2" No 3 HOLD 2-3" No 4 HOLD 2-3" TUNNEL WELL. ONE-2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE 8 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size ONE 4 3/4"

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 BOTH

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 BOTH

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 BILGE SUCTIONS

How are they protected WOOD CASINGS

What pipes pass through the deep tanks

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

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 TOPER PLATFORM.

MAIN BOILERS, &amp;c.—(Letter for record 5)

Total Heating Surface of Boilers MAIN 5503 sq. ft. AUXLY. 1576 sq. ft. TOTAL 7084 sq. ft.

Which Boilers are fitted with Forced Draft MAIN BOILERS ONLY

Which Boilers are fitted with Superheaters MAIN BOILERS ONLY

No. and Description of Boilers 2 MAIN ONE AUXILIARY S.E. CYLINDRICAL Working Pressure 230 lbs. 10"

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

IS A DONKEY BOILER FITTED? No

If so, is a report now forwarded?

Can the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting YES

Main Boilers YES

Auxiliary Boilers YES

Donkey Boilers

(If not state date of approval)

Superheaters YES

General Pumping Arrangements YES

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES

State the principal additional spare gear supplied SPARE. PROPELLER SHAFT.

The foregoing is a correct description.

RANKIN &amp; BLACKMORE LTD.

Manufacturer.

DIRECTOR.

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Lloyd's Register

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(1939) FEB. 8. 14. 24. 24. MAR. 4. 13. 20. 24. 31. APR. 10. 13. 18. 24. 28. MAY 5. 10. 12. 14. 23. 26. 31. JUNE 2. 6. 9. 13. 15. 19. 22. 26.  
 JULY 14. 20. 24. AUG. 2. 4. 11. 15. 22. 31. SEPT. 8. 12. 13. 21. 25. 24. OCT. 5. 6. 10. 11. 12. 14. 18. 19. 20. 25. 26. NOV. 1. 8.  
 Dates of Survey while building  
 During progress of work in shops - -  
 During erection on board vessel - - -  
 Total No. of visits 54.

Dates of Examination of principal parts—Cylinders 12/5/39 Slides 13/6/39 Covers 2/6/39  
 Pistons 9/6/39 Piston Rods 13/6/39 Connecting rods 15/6/39  
 Crank shaft 26/5/39 Thrust shaft 31/8/39 Intermediate shafts 7 off. 8/9/39  
 Tube shaft WORKING 13/9/39 Propeller N. 85 13/9/39  
 Stern tube 12/9/39 Engine and boiler seatings 28/9/39 Engines holding down bolts 12/10/39  
 Completion of fitting sea connections 27/9/29  
 Completion of pumping arrangements 8/11/39 Boilers fixed 6/10/39 Engines tried under steam 8/11/39  
 Main boiler safety valves adjusted 1/11/39 Thickness of adjusting washers PORT P 27/64 STARD P 13/32  
 Crank shaft material STEEL Identification Mark N 8551 M.C. 26.5.39 Thrust shaft material STEEL Identification Mark N 8551 M.C. 31.8.39  
 Intermediate shafts, material STEEL Identification Marks N 8551 M.C. W. 8745 M.C. 13.9.38. 9.39 Tube shaft, material Identification Mark  
 Screw shafts material STEEL Identification Mark N 8551 M.C. 19.10.39 Steam Pipes, material S.D. STEEL Test pressure 690 lbs. Date of Test 18.9.39  
 Is an installation fitted for burning oil fuel NO 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  
 Is this machinery duplicate of a previous case YES If so, state name of vessel DORNOCH GRK. RPT. No 20698

General Remarks (State quality of workmanship, opinions as to class, &c. These engines and boilers have been built under Special Survey in accordance with the approved plans. The material and workmanship are good. They have now been securely fitted on board the vessel, tried under steam and found satisfactory. The machinery is eligible, in my opinion, for the record of + L.M.C. N. 39 T.S.-C.L. and the Notation of 2.5.B (Spt.) & 1 Auxly.

The amount of Entry Fee ... £ 5 :  
 Special ... £ 95 : 4 :  
 Donkey Boiler Fee ... £ :  
 Travelling Expenses (if any) £ :  
 When applied for, 10th Nov. 1939  
 When received, 16/11/39 R.G.L.

M. Caldwell.  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 14 NOV 1939

Assigned - L.M.C. 11.39

Spec. F.D.



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