

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 15 NOV 1939

Date of writing Report 1st NOVEMBER 1939 When handed in at Local Office 9th NOVEMBER 1939 Port of GREENOCK

No. in Survey held at GREENOCK Date, First Survey 8th FEBRUARY 1939 Last Survey 8th NOVEMBER 1939
Reg. Book. on the GLENPARK (Number of Visits 54)

Built at PORT GLASGOW By whom built LITHGOWS LD Yard No. 922 Tons Gross 5136 Net 3057.4
When built 1939-11

Engines made at GREENOCK By whom made RANKIN & BLACKMORE LD Engine No. 461 When made 1939

Boilers made at GREENOCK By whom made RANKIN & 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, &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 Thickness parallel to axis 8 5/8
Mid. length thickness shrunk 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. 18-3 Pitch 17-3 No. of Blades 4 Material BRONZE whether Movable NO Total Developed Surface 108 sq. feet

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. 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 1/2 x 12 How driven STEAM

Ballast Pumps, No. and size ONE 9 1/2 x 12 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 2-2 3/4 P.S. ONE 2 3/4 STARD. ONE 4 3/4 STARD. (DIRECT) In Pump Room In Holds, &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 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 TOP DECK PLATFORM

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers MAIN 5508 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

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.

NOTE.—The words which do not apply should be deleted. Is a Report also sent on the Hull of the Ship? YES If not, state whether, and when, one will be sent? No.

The foregoing is a correct description.

RANKIN & BLACKMORE LTD.

H. Smith DIRECTOR.

Manufacturer.



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(1939) FEB. 8. 14. 21. 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.
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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. 8.5 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 27/9/39 Boilers fixed 6/10/39 Engines tried under steam 8/11/39
 Completion of pumping arrangements 8/11/39 Thickness of adjusting washers PORT P 27/64 S 13/32 STARD P 13/32 S 3/8
 Main boiler safety valves adjusted 1/11/39 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. N° 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 (Spl.) & 1 Auxly.

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

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

Committee's Minute **GLASGOW 14 NOV 1939**
 Assigned - L.M.C. 11.39
 Spt. F.D.

