

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JAN -2 1941

Date of writing Report 27th DEC. 1940 When handed in at Local Office 30th DEC. 1940 Port of Greenock
 No. in Survey held at Port Glasgow Date, First Survey 9th JULY 1940 Last Survey 23rd DEC. 1940
 Reg. Book. on the L.C. 9. (Number of Visits 22.)
 Built at Port Glasgow By whom built James Lamont and Sons Ltd. Yard No. 357. Tons { Gross 939.76
 Engines made at Amman By whom made Cochran & Co. Amman Ltd. Engine No. 14850-1 Net 844.93
 Boilers made at Amman By whom made Cochran & Co. Amman Ltd. Boiler No. 14850-1 When built 1940
 Registered Horse Power — Owners The Admiralty. Port belonging to Glasgow
 Nom. Horse Power as per Rule — Is Refrigerating Machinery fitted for cargo purposes — Is Electric Light fitted Yes
 Trade for which Vessel is intended —

ENGINES, &c.—Description of Engines

Dia. of Cylinders — Length of Stroke — No. of Cylinders — Revs. per minute —
 Crank shaft, dia. of journals as per Rule Crank pin dia. — Crank webs — Mid. length breadth — No. of Cranks —
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube — shaft fitted with a continuous liner —
 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
 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
 shaft — If so, state type — Length of Bearing in Stern Bush next to and supporting propeller —
 Propeller, dia. — Pitch — No. of Blades — Material — whether Moveable — Total Developed Surface — 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. — Diameter — Stroke — Can one be overhauled while the other is at work —
 Feed Pumps { No. and size 2. - 6"-4" x 12. Pumps connected to the { No. and size One. - 4 1/2" x 4 1/2" x 5"
 How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size One. - 3750 galb/min 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 3-3" dia.
 In Pump Room — In Holds, &c. —

Main Water Circulating Pump Direct Bilge Suctions, No. and size One-8" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size As above. 3-3" dia. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes —
 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 Above.
 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 None. 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 — Is it fitted with a watertight door — worked from —

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

Which Boilers are fitted with Forced Draft — Which Boilers are fitted with Superheaters —
 No. and Description of Boilers — Working Pressure —

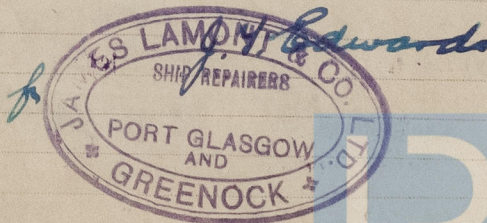
IS A REPORT ON MAIN BOILERS NOW FORWARDED? —IS A DONKEY BOILER FITTED? Yes. 2-off. If so, is a report now forwarded? YesCan the donkey boiler be used for domestic purposes only —PLANS. Are approved plans forwarded herewith for Shafting — Main Boilers — Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)Superheaters — General Pumping Arrangements Yes 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.

Manufacturer.



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015224-015232-0317

During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - -
(1940) July 9. 15. 19. Aug. 20. SEPT. 6. 24. OCT. 5. 9. 22. 31. NOV. 8. 15. 22. 23. DEC. 2. 3. 5. 9. 11. 13. 17. 23.
Total No. of visits 22.

Dates of Examination of principal parts—Cylinders / Slides / Covers /
Pistons / Piston Rods / Connecting rods /
Crank shaft / Thrust shaft / Intermediate shafts /
Tube shaft / Screw shaft / Propeller /
Stern tube / Engine and boiler seatings / Engines holding down bolts /
Completion of fitting sea connections 31/10/40.
Completion of pumping arrangements Boilers fixed 8/11/40 Engines tried under steam ✓
Main boiler safety valves adjusted 3/12/40 Thickness of adjusting washers P $\frac{9}{32}$ " S $\frac{13}{32}$ " P $\frac{1}{4}$ " S $\frac{3}{16}$ "
Crank shaft material Identification Mark Thrust shaft material Identification Mark
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material Identification Mark Steam Pipes, material Copper Test pressure 260 lbs. Date of Test 23/11/40
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 / 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 / If so, state name of vessel /

General Remarks (State quality of workmanship, opinions as to class, &c. The Auxiliary machinery and both donkey boilers have been securely fitted in the vessel, pumping arrangements satisfactorily tested under working conditions, boiler safety valves adjusted to the working pressure and accumulation test carried out.
It is recommended that the notation * N.B (2) 12.40-130 lbs be made in the Register Book

The amount of Entry Fee £ 25 : 0 :
Special £ 0 : 0 :
Donkey Boiler Fee £ : :
Travelling Expenses (if any) £ : :
When applied for, 19
When received, MAR 10, 1941

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

Committee's Minute

GLASGOW

31 DEC 1940

Assigned

-1- N.B 12.40



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