

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 24460

of writing Report 16<sup>th</sup> July 1951. When handed in at Local Office 19<sup>th</sup> July 1951. Port of **GREENOCK**  
 in Survey held at **PORT GLASGOW** Date, First Survey 6<sup>th</sup> June 1950. Last Survey 25<sup>th</sup> June 1951.  
 g. Book on the **SING SREW** **J.P. WEBB** (HOPPER BARGE) (Number of Visits 30)  
 ult at **PORT GLASGOW** By whom built **FERGUSON BROS (P'LS) LTD** Yard No. 397 Tons {Gross 971.67  
 gines made at **do** By whom made **do** Engine No. 397 When built 1951  
 lers made at **GLASGOW** By whom made **D. ROWAN & CO LTD** Boiler No. 351 When made 1951  
 istered Horse Power **MELBOURNE HARBOUR TRUST CORP<sup>Y</sup>** Port belonging to **MELBOURNE**  
 Horse Power as per Rule 170 ✓ Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**  
 e for which vessel is intended **HOPPER BARGE**

INES, &c.—Description of Engines **Triple expansion**  
 of Cylinders **16-26-42** ✓ Length of Stroke **27** ✓ No. of Cylinders **3** ✓ Revs. per minute **125**  
 k shaft, dia. of journals as per Rule **8.028** ✓ Crank pin dia. **8.25** ✓ Mid. length breadth **15 3/4** ✓ No. of Cranks **3** ✓  
 as fitted **8.25** ✓ Crank webs Mid. length thickness **5 1/2** ✓ Thickness parallel to axis **5 1/4** ✓  
 mediate Shafts, diameter as per Rule **7.646** ✓ Thrust shaft, diameter at collars as per Rule **8.028** ✓  
 as fitted **8** ✓ as fitted **8.25** ✓ Thickness around eye-hole **3 3/4** ✓  
 Shafts, diameter as per Rule **8.876** ✓ Is the {tube} shaft fitted with a continuous liner {**No**  
 as fitted **9.25** ✓ {screw}

ze Liners, thickness in way of bushes as per Rule **9.25** ✓ Thickness between bushes as per Rule **9.25** ✓  
 as fitted **9.25** ✓ Is the after end of the liner made watertight in the  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner **Yes**  
 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 **Yes**  
 liners are fitted, is the shaft lapped or protected between the liners **Yes**  
 If so, state type **NEWARK** Is an approved Oil Gland or other appliance fitted at the after end of the tube **Yes**  
 Length of Bearing in Stern Bush next to and supporting propeller **3.03 1/2** ✓

Pumps worked from the Main Engines, No. **None** ✓ Diameter **None** ✓ Stroke **None** ✓ Total Developed Surface **33** sq. feet  
 Pumps worked from the Main Engines, No. **None** ✓ Diameter **None** ✓ Stroke **None** ✓ Can one be overhauled while the other is at work **Yes**  
 {No. and size **Two 6-4 1/4** ✓ Can one be overhauled while the other is at work **Yes**  
 s How driven **Steam** ✓ Pumps connected to the Main Bilge Line {No. and size **Two 12-8** ✓  
 How driven **Steam** ✓

Lubricating Oil Pumps, including Spare Pump, No. and size **None** ✓  
 independent means arranged for circulating water through the Oil Cooler **Yes**  
 Pumps:—In Engine and Boiler Room **1 2 2 1/2" ER. 2 2 2 1/2" BR. 2 2 2" Cylinders.**  
 In Holds, &c. **1 2 2" Oil Peak. 1 2 2" Hopper Keelson 1 2 2" for Hold.**  
**1 2 4" for Peak. 2 2 2 1/2" oil hopper pockets 2 2 6" for hopper pockets**

Water Circulating Pump Direct Bilge Suctions, No. and size **1 2 3** ✓ Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges.  
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes **Yes**  
 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**  
 Sea Connections fitted direct on the skin of the ship **Yes on rods (welded)** Are they fitted with Valves or Cocks **Both**  
 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**  
 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**  
 Pipes pass through the bunkers **None** How are they protected **Yes**  
 pipes pass through the deep tanks **Yes** Have they been tested as per Rule **Yes**

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times **Yes**  
 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  
 tment to another **Yes** Is the Shaft Tunnel watertight **None** Is it fitted with a watertight door **Yes** worked from **Yes**

BOILERS, &c.—(Letter for record **S**) Total Heating Surface of Boilers **2765**  
 Boilers are fitted with Forced Draft **Yes** Which Boilers are fitted with Superheaters **None**  
 d Description of Boilers **1 SE cylindrical** Working Pressure **200 lb** ✓

REPORT ON MAIN BOILERS NOW FORWARDED? **Yes** **96 op/ N° 76749** ✓  
 DONKEY BOILER FITTED? **No** If so, is a report now forwarded? **Yes**  
 donkey boiler be used for other than domestic purposes **Yes**

Are approved plans forwarded herewith for Shafting **Yes** Main Boilers **No** Auxiliary Boilers **Yes** Donkey Boilers **Yes**  
 (If not state date of approval) **26-10-50 ER**  
 aters General Pumping Arrangements **11-1-50** Oil fuel Burning Piping Arrangements **19-12-50**

SPARE GEAR.  
 spare gear required by the Rules been supplied **Yes as per Rule requirements** ✓  
 principal additional spare gear supplied **Screw shaft 210705. 4013. CHN 24/4/51** ✓  
**Boeing propeller** ✓

The foregoing is a correct description.  
**FERGUSON BROTHERS (PORT-GLASGOW) LTD** Manufacturer.  
**Peter Ferguson** MANAGING DIRECTOR



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 W1080-0075



Dates of Survey while building  
During progress of work in shops - - (1950) JUNE 6. 19. AUG. 18. 29. OCT. 16. 24. 26. NOV. 17. 20. DEC. 6. 12. 13. (1951) JAN. 16. FEB. 13. 27. MAR. 12.  
During erection on board vessel - - - APRIL 9. 12. 24. MAY 1. 3. 7. 16. 18. 24. 29. JUNE 5. 6. 14. 25.  
Total No. of visits 30.

Dates of Examination of principal parts - Cylinders 16-10-50 Slides 16-10-50 Covers 16-10-50  
Pistons 16-10-50 Piston Rods 6-12-50 Connecting rods 6-12-50  
Crank shaft 6-12-50 Thrust shaft 13-12-50 Intermediate shafts 13-12-50  
Tube shaft ✓ Screw shaft 13-12-50 Propeller 13-12-50  
Stern tube 13-12-50 Engine and boiler seatings 27-2-51 Engines holding down bolts 1-5-51  
Completion of fitting sea connections 12-12-50  
Completion of pumping arrangements 14-6-51 Boilers fixed 1-5-51 Engines tried under steam 14-6-51  
Main boiler safety valves adjusted 5-6-51 Thickness of adjusting washers 7/16 5/8  
Crank shaft material SMS Identification Mark 3964 6/12/50 CNH Thrust shaft material SMS Identification Mark 3991 13/2/51  
Intermediate shafts, material SMS Identification Marks 3991 13/2/50 CNH Tube shaft, material ✓ Identification Mark ✓  
Screw shaft, material SMS Identification Mark 3992 13/2/50 CNH Steam Pipes, material SOS Test pressure 540 lb Date of Test 11-10-51  
Is an installation fitted for burning oil fuel 4m Is the flash point of the oil to be used over 150° F. 4m  
Have the requirements of the Rules for the use of oil as fuel been complied with 4m  
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 No If so, state name of vessel ✓

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

This machinery has been constructed under special survey in accordance with Rules and approved plans. The materials & workmanship are sound & good. It has been efficiently installed in the vessel & tested under full working conditions during a sea trial with satisfactory results & is eligible in my opinion to be Classed in the Society's Register book with record + LMC 6-51 with Notation One SE 200 lb/° F.D. TS Oil gland & fitted for oil fuel FP above 150° F.

The amount of Entry Fee ... £ : : When applied for, 19  
Special ... £ 40 : 16 : : 19  
Donkey Boiler Fee ... £ : : When received, 19  
Travelling Expenses (if any) £ : : 19

Date GLASGOW 31 JUL 1951

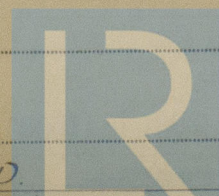
Committee's Minute

+ LMC 6-51

15B- 200 lb. F.D.

Fitted for oil fuel 6-51 F.D. above 150° F.

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



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