

Rpt. 4.

No. 22839

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 3rd Nov. 1944 When handed in at Local Office 4th NOVEMBER 1944 Port of GREENOCK
 No. in Survey held at PORT GLASGOW Date, First Survey 29th SEPT. 1943 Last Survey 24th OCTOBER 1944
 Reg. Book on the "EMPIRE REST" (Number of Visits 52)
 Built at PORT GLASGOW By whom built FERGUSON BROS (P.G.L.S) LTD Yard No. 371 Tons { Gross 1324
 Engines made at PORT GLASGOW By whom made do Engine No. 371 When built 1944
 Boilers made at SOUTHAMPTON By whom made JOHN THORNTON & CO Boiler No. W1292 When made 1944
 Registered Horse Power Owners THE ADMIRALTY Serial N° 1573/4 Port belonging to
 Nom. Horse Power as per Rule 375 374 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended OPEN SEA SERVICE

Engines, &c.—Description of Engines Four cylinder triple expansion
 Dia. of Cylinders 18 1/2 - 31 - 2 3/8 1/2 Length of Stroke 30" No. of Cylinders 4 Revs. per minute 185
 as per Rule 10.03 No. of Cranks 4
 Crank shaft, dia. of journals as fitted 10.5 Crank pin dia. 10.5 Mid. length breadth 16 3/4 Thickness parallel to axis 6 1/2
 as per Rule 9.55 Mid. length thickness 6 1/2 shrunk Thickness around eye-hole 4 3/4
 Intermediate Shafts, diameter as fitted 10.5 Thrust shaft, diameter at collars as per Rule 10.03
 as fitted 10.5
 Tube Shafts, diameter as fitted Screw Shaft, diameter as per Rule 10.35
 as fitted 10.875 Is the { tube screw } shaft fitted with a continuous liner { Yes
 as per Rule .615 Thickness between bushes as per Rule .46
 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
 at No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5'0"
 Propeller, dia. 10'3" Pitch 11'1" No. of Blades 3 Material 17 B. whether Moveable No Total Developed Surface 30 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 { No. and size 3. 1-8" 22 two 6-8 1/2 18" Pumps connected to the { No. and size 2 1/2 15" Bilge Suction 30 in pump
 Pumps { How driven Steam Main Bilge Line How driven Steam Elec. portable pump
 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 Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room One 2 1/2" for BR coll. two 3" for BR two 3" for BR One 3" ER Bilge injector 1-2 1/2" & 4 BR
 In Pump Room In Holds, &c. Two @ 2" and Five @ 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 9" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One @ 3 1/2" 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 Valves
 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 below
 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 Yes Is it fitted with a watertight door No worked from Accum from LD

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 6320^{sq}
 Which Boilers are fitted with Forced Draft Closed stokehold Which Boilers are fitted with Superheaters
 No. and Description of Boilers Five Water tube Working Pressure 225 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes Southampton N° 18265
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?

Can the donkey boiler be used for domestic purposes only App. plans supplied by
 PLANS. Are approved plans forwarded herewith for Shafting Fleming & Ferguson Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Is the spare gear required by the Rules been supplied
 State the principal additional spare gear supplied

See separate list

The foregoing is a correct description.

FERGUSON BROTHERS (PORT-GLASGOW) LTD.

Director

Manufacturer.



© 2020

Lloyd's Register
Foundation

W1087-0050

(1943) SEPT 29. OCT. 3. 14. NOV. 4. 25. DEC. 7. 24. (1944) JAN. 20. FEB. 3. 10. 14. 22. 24. MAR. 16.
 23. 28. 30. APRIL 6. 18. 20. 25. 24. MAY 2. 9. 23. JUNE 1. 20. 22. 23. 24. JULY 11. 18. 19. 20. 21. 25.
 24. AUG. 8. 15. 22. 23. 29. 31. SEPT. 5. 14. 19. 26. OCT. 6. 10. 20. 26. 27.
 52.
 Total No. of visits

Dates of Examination of principal parts—Cylinders 10-14/2/44 Slides 10-14/2/44 Covers 10-14/2/44
 Pistons 10-14/2/44 Piston Rods 20/4/44 Connecting rods 20/4/44
 Crank shaft 20/4/44 Thrust shaft 20/1/44 Intermediate shafts 20/4/44
 Tube shaft 2/5/44 Screw shaft 2/5/44 Propeller 2/5/44
 Stern tube 20/4/44 Engine and boiler seatings 25/4/44 Engines holding down bolts 5/5/44
 Completion of fitting sea connections 1/6/44 Boilers fixed 15/5/44 Engines tried under steam 20/10/44
 Completion of pumping arrangements 20/10/44 Thickness of adjusting washers 20/10/44
 Main boiler safety valves adjusted 26/9/44 Identification Mark LP 8146 Thrust shaft material Adm supply Identification Mark 56701 WH
 Crank shaft material S175 Identification Mark DF3. 18975 CL Tube shaft, material Identification Mark 20365 BXT
 Intermediate shafts, material Adm supply Identification Mark 57053 Steam Pipes, material S.D.S. Test pressure 675 lbs/sq. in. Date of Test 23/1/44 to 29/8/44
 Screw shaft, material Adm supply Identification Mark 57053 Is the flash point of the oil to be used over 150° F. 42
 Is an installation fitted for burning oil fuel 42 Have the requirements of the Rules for the use of oil as fuel been complied with 42
 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. 42 If so, state name of vessel H.M.S. TILLSONBURG

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

The machinery of this vessel has been built under special survey in accordance with the Rules & approved plans. The M.C.W.T. Specification & plans have been supervised. The materials & workmanship are sound & good. The machinery has been efficiently installed in the vessel & tested out under full working conditions with satisfactory results & is eligible in my opinion to be classed in the Register Book with record.
 LMC 10-44 & Notation Screw shaft CL. 2WT 225 lbs/sq. in. F.D. and fitted for oil fuel FP above 150°F.

The amount of Entry Fee ... £ 22 : 10 :
 SPECIFICATION ... £ 22 : 10 :
 Special ... £ 22 : 10 :
 Donkey Boiler Fee ... £ 17 : 10 :
 Travelling Expenses (if any) £ 17 : 10 :
 When applied for, ... 19.
 When received, ... 19.

ADMIRALTY
 A/c rendered from
 28 MAR '45
 London

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

Committee's Minute ... GLASGOW - 7 NOV 1944

Assigned ... LMC 10.44

Fixed for oil fuel 10.44
 F.P. above 150°F



© 2020

Lloyd's Register
 Foundation