

Date of writing Report 19 39 When handed in at Local Office 20.1.1939 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 12:11:37 Last Survey 19:1:1939
 Reg. Book. Number of Visits 69
 on the Single Screw vessel **"BRITISH TRUST"** Tons {Gross 8466 Net 4913
 Built at Glasgow By whom built Harland & Wolff Ltd. Yard No. 1011 G When built 1939
 Engines made at Glasgow By whom made Harland & Wolff Ltd Engine No. 1011 G When made 1939
 Donkey Boilers made at Belfast By whom made Harland & Wolff Ltd Boiler No. 1011 G When made 1938
 Brake Horse Power 2850 @ 105 RPM Owners British Tanker Co. Ltd Port belonging to London
 Nom. Horse Power as per Rule 490 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended Oil Tanker.

L ENGINES, &c. Type of Engines Solid Injection 2 or 4 stroke cycle 4 Single or double acting S.A.
 Maximum pressure in cylinders 700 lb Diameter of cylinders 740 mm Length of stroke 1500 mm No. of cylinders 6 No. of cranks 6
 Mean Indicated Pressure 128 Is there a bearing between each crank Yes
 Revolutions per minute 185 Flywheel dia. 2489 mm Weight 2560 Kgs Means of ignition Compression Kind of fuel used Diesel oil
 Crank Shaft, {Solid forged dia. of journals as per Rule 483 mm Crank pin dia. 505 mm Crank Webs Mid. length breadth 840 mm Thickness parallel to axis 310 mm
 {Semi built dia. as fitted 505 " 230 mm dia. hole. Mid. length thickness 310 " shrunk Thickness around eyehole 222.5
 {All built dia. as fitted 115 mm dia. hole. Thrust Shaft, diameter at collars as per Rule 14.3
 Flywheel Shaft, diameter as per Rule 483 mm Intermediate Shafts, diameter as per Rule 13.6 as fitted 17
 Tube Shaft, diameter as per Rule 15 as fitted 17 Is the shaft fitted with a continuous liner Yes

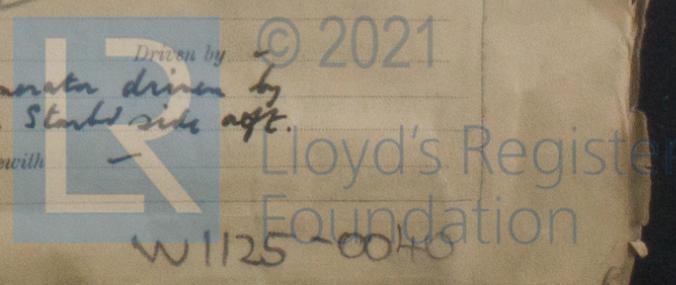
Bronze Liners, thickness in way of bushes as per Rule 758 Thickness between bushes as per Rule 11.57 Is the after end of the liner made watertight in the
 as fitted 2/8 as fitted 11/16
 Is the liner in more than one length are the junctions made by fusion through the whole thickness of the liner Yes
 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes
 If so, state type Oil gland Length of Bearing in Stern Bush next to and supporting propeller 5-0
 Propeller, dia. 17-0 Pitch 11-6 No. of blades 4 Material Br. Bronze whether Moveable No Total Developed Surface 89 sq. feet
 Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when disconnected Yes Means of lubrication Oil
 Thickness of cylinder liners 53 to 32 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
 conducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine Yes

Boiling Water Pumps, No. Three Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 9x10x10 Stroke 10 Can one be overhauled while the other is at work Yes
 Pumps connected to the Main Bilge Line {No. and Size 1 Ballast pump 150 ton/hour | 2 Bilge & sanitary pumps each 100 ton/hour
 {How driven Steam 9x10x10 | Steam 7x8x8
 Is the cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
 arrangements None

Fast Pumps, No. and size One 9x10x10 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 70 ton/hour
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 pumps, No. and size:—In Machinery Spaces Port drain hot 3 1/2", Starb. drain hot 3 1/2", aft. Well 3 1/2" In Pump Room 2 @ 4"
 Holds, &c. Fore hold, one 3" Port & one 3" Starb.
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 @ 6"; 1 @ 4 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 Spaces
 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 platform plates Yes Are the Overboard Discharges above the deep water line Yes
 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
 Do all pipes pass through the bunkers Yes How are they protected None
 Do all pipes pass through the deep tanks Yes 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 Yes
 On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes

Air Compressors, No. 2 No. of stages 2 Diameters 120 cm Stroke 356 mm Driven by Steam engine
 Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 120 cm Stroke at 450 RPM Driven by Steam engine
 Are all Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 120 cm Stroke at 450 RPM Driven by Steam engine
 Is a provision made for first Charging the Air Receivers above steam driven compressors
 Revolving Air Pumps, No. Under side of pistons Diameter 120 cm Stroke 356 mm Driven by Steam engine
 Auxiliary Engines crank shafts, diameter as per Rule All auxy machinery steam driven except 30KW generator driven by Diesel engine. For lighting only. Position Engine room. Starb side aft.
 Have the Auxiliary Engines been constructed under special survey Yes Is a report sent herewith Yes



AIR RECEIVERS:—Have they been made under survey? *yes* ✓ State No. of Report or Certificate **Z. 302.**

Is each receiver, which can be isolated, fitted with a safety valve as per Rule? *yes* ✓
 Can the internal surfaces of the receivers be examined and cleaned? *yes* ✓ Is a drain fitted at the lowest part of each receiver? *yes* ✓

Injection Air Receivers, No. *✓* Cubic capacity of each _____ Internal diameter _____ thickness _____
 Seamless, lap welded or riveted longitudinal joint _____ Material _____ Range of tensile strength _____ Working pressure _____
by Rules Actual

Starting Air Receivers, No. *Two* Total cubic capacity *900 cu ft.* Internal diameter *6'-0 5/16"* thickness *Shell 1", Ends 1 5/16"*
 Seamless, lap welded or riveted longitudinal joint *Riveted* Material *Steel* Range of tensile strength *Ends 26/32* Working pressure *by Rules 356 lb sq in*
Actual " "

IS A DONKEY BOILER FITTED? *yes* ✓ If so, is a report now forwarded? *Yes. Belfast Rpt No. 122*

Is the donkey boiler intended to be used for domestic purposes only? *no* ✓

PLANS. Are approved plans forwarded herewith for Shafting *28-9-37.* Receivers *Belfast Rpt.* Separate Fuel Tanks *30-9-36*
(If not, state date of approval)

Donkey Boilers *Belfast Rpt.* General Pumping Arrangements *yes.* Pumping Arrangements in Machinery Space *4-6-38*
 Oil Fuel Burning Arrangements *6-10-36 ** * approved for duplicate vessels 468 etc.

SPARE GEAR.

Has the spare gear required by the Rules been supplied? *yes* ✓
 State the principal additional spare gear supplied *as per attached list.*

The foregoing is a correct description,
 For **HARLAND AND WOLFF, LIMITED,**
Wm. J. Wright Manufacturer.

Dates of Survey while building	During progress of work in shops--	<i>Finneston Secretary 1937 Nov: 12 Dec: 29.13 (1938) Jan: 11 21 27 Feb: 9 Mar: 21 22 24 25</i>											
	During erection on board vessel---	<i>15-11-25-26-28</i>	<i>May: 10-18-23-24</i>	<i>June: 1-2-3-17</i>	<i>Aug: 8-8-18-23-25-29-30</i>	<i>Sep: 15-22-30</i>	<i>Oct: 3-5-10-13-14-18</i>	<i>Nov: 2-7-11-14-16-17-18-22-23-24-29</i>	<i>Dec: 8-8-13-14-15-21-27 (1939)</i>	<i>Jan: 10-16-19</i>			
	Total No. of visits	<i>69</i>	<i>21-10-38</i>	<i>21-10-38</i>	<i>5-10-38</i>	<i>5-10-38</i>							
Dates of Examination of principal parts—Cylinders <i>27-10-38</i> Covers <i>27-10-38</i> Pistons <i>15-10-38</i> Rods <i>18-10-38</i> Connecting rods <i>11-11-38</i>													
Crank shaft <i>29-8-38</i> Flywheel shaft <i>✓</i> Thrust shaft <i>29-8-38</i> Intermediate shafts <i>15-9-38</i> Tube shaft <i>✓</i>													
Screw shaft <i>15-9-38</i> Propeller <i>15-9-38</i> Stern tube <i>15-9-38</i> Engine seatings <i>25-10-38</i> Engines holding down bolts <i>16-12-38</i>													
Completion of fitting sea connections <i>25-10-38</i> Completion of pumping arrangements <i>10-1-39</i> Engines tried under working conditions <i>19-1-39</i>													
Crank shaft, Material <i>Steel</i> Identification Mark <i>1011 P. 9. stat. No.</i> Flywheel shaft, Material <i>✓</i> Identification Mark <i>✓</i>													
Thrust shaft, Material <i>Steel</i> Identification Mark <i>7402 P. 7.</i> Intermediate shafts, Material <i>Steel</i> Identification Marks <i>7433 P. 9.</i>													
Tube shaft, Material <i>✓</i> Identification Mark <i>✓</i> Screw shaft, Material <i>Steel</i> Identification Mark <i>7386 P. 7. Spare. 7387 P. 9.</i>													
Identification Marks on Air Receivers <i>184 R.L.A. 3-9-38; 184 R.L.A. 28-9-38.</i>													

Is the flash point of the oil to be used over 150° F. *yes* ✓
 Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with? *yes* ✓
 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? *yes* If so, state name of vessel *"British Fidelity" G.L. Rpt No 603*

General Remarks (State quality of workmanship, opinions as to class, &c.)
The machinery of this vessel has been built under Special Survey and in accordance with the approved plans & the Rules of this Society.
The materials & workmanship are good.
The machinery has been efficiently secured in position on board the vessel, and afterwards tried under full working conditions with satisfactory results.
The machinery is eligible in my opinion to be classed in the Register Book with notation of 1-L.M.C. 1,39 C.L. 2 D.B 150 lb.

The amount of Entry Fee	£ 5 : -	When applied for,
Special	£ 98 : 10	20-1-1939.
Donkey Boiler Fee	£ :	When received,
Travelling Expenses (if any)	£ :	13. 2. 19. 39

P. Fitzgerald & S. B. Murdoch
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **TUE 24 JAN 1939**
 Assigned *Lamb 1.39 oil fuel*
2 D.B. -150 lb



The Surveyors are requested not to write on or below the space for Committee's Minute.
 by duplicate certificate (if required) to be sent to OWTLEY