

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JUL 31 1940

Date of writing Report

19

When handed in at Local Office

27.7.40 Port of GLASGOW

No. in Survey held at  
Reg. Book.Date, First Survey 1939 Oct. 3<sup>rd</sup> Last Survey 27.8.40 1940

19067 on the

S/S

"MARIETTA E"

(Number of Visits 79)

Tons

Gross

Net

Built at

Pat Glasgow

By whom built

Wm. Hamilton &amp; Co. Ltd.

Yard No.

439

When built

1940

Engines made at

Glasgow

By whom made

David Rowan &amp; Co. Ltd.

Engine No.

1040

when made

1940

Boilers made at

Glasgow

By whom made

-do-

Boiler No.

1040

when made

1940

Registered Horse Power

Owners Curtis Ship Management Co. Ltd. Port belonging to

London

Nom. Horse Power as per Rule

520

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

ENGINES, &amp;c.—Description of Engines

Triple expansion

Revs. per minute

Dia. of Cylinders

24"-39"-68"

Length of Stroke

48"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 13.89"

as fitted 14 1/4"

Crank pin dia.

14 1/4"

Crank webs

Mid. length breadth 23"

Thickness parallel to axis

9 1/8"

Intermediate Shafts, diameter

as per Rule 13.89"

as fitted 13 3/8"

Thrust shaft, diameter at collars

as per Rule 13.89"

as fitted 14 1/4"

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule 14 7/8"

Is the

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 17 1/2"

as fitted 13 1/2"

Thickness between bushes

as per Rule 5 1/4"

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

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

No

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Propeller, dia.

17 1/2"

Pitch

17 1/2"

No. of Blades

4

Material

Bronze

whether Moveable

No

Total Developed Surface

117 sq. feet

Feed Pumps worked from the Main Engines, No.

None

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

24"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size 2 @ 9 1/2" x 7" x 21"

Pumps connected to the

Main Bilge Line

No. and size 1 @ 11" x 14" x 18"

How driven

Steam

Ballast Pumps, No. and size

1 @ 11" x 14" x 18"

Lubricating Oil Pumps, including Spare Pump, No. and size

No. and size

Are two independent means arranged for circulating water through the Oil Cooler

No

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

3 @ 3"

In Hold

2 @ 3"

In Tunnel

2 @ 2"

In Main

Holds, &amp;c.

H<sup>o</sup> 1 H<sup>o</sup> 2 H<sup>o</sup> 3H<sup>o</sup> 4 H<sup>o</sup> 5 H<sup>o</sup> 6H<sup>o</sup> 7 H<sup>o</sup> 8 H<sup>o</sup> 9H<sup>o</sup> 10 H<sup>o</sup> 11 H<sup>o</sup> 12H<sup>o</sup> 13 H<sup>o</sup> 14 H<sup>o</sup> 15H<sup>o</sup> 16 H<sup>o</sup> 17 H<sup>o</sup> 18H<sup>o</sup> 19 H<sup>o</sup> 20 H<sup>o</sup> 21H<sup>o</sup> 22 H<sup>o</sup> 23 H<sup>o</sup> 24

Main Water Circulating Pump Direct Bilge Suctions, No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1 @ 5"

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

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

Do Pipes pass through the bunkers

No

How are they protected

No

Do pipes pass through the deep tanks

No

Have they been tested as per Rule

No

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

MAIN BOILERS, &amp;c.—(Letter for record

S)

Total Heating Surface of Boilers

5940 sq. ft.

Main

1703 sq. ft.

Forced Draft fitted

Yes

No. and Description of Boilers

2 S.E. Main

1 S.E. Main

Working Pressure

225 lb.

A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

No

PLANS. Are approved plans forwarded herewith for Shafting

Main Boilers

24/9/39

Auxiliary Boilers

24/9/39

Donkey Boilers

Preheaters

No

General Pumping Arrangements

No

Oil fuel Burning Piping Arrangements

25/4/40

SPARE GEAR. State the articles supplied:—

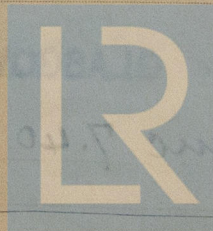
List attached.

The foregoing is a correct description,

For David Rowan T.C. Ltd.

Arch: N. Grierson.

Manufacturer.



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Lloyd's Register  
Foundation

W192-0110



Dates  
of Survey  
while  
building

During progress of  
work in shops -

During erection on  
board vessel - - -

Total No. of visits

(1939) Oct. 3, 24, 27, 31 Nov. 9, 16, 22, 28, 29 Dec. 5, 11, 12, 13, 26 (1940)  
12, 23, 25, 29 Feb. 2, 5, 7, 15, 19, 20, 21, 22, 23, 27 Mar. 5, 7, 11, 13, 14, 18, 19, 20, 21, 26, 27  
Apr. 1, 4, 8, 15, 16, 17, 22, 26 May 6, 13, 15, 16, 21, 22, 23, 27, 28, 29, 30, 31 June 3, 4, 5, 7  
14, 26, 27, 28 July 14, 19, 22, 24, 27  
79

Dates of Examination of principal parts—Cylinders 5-3-40 Slides 17-4-40 Covers 5-3-40

Pistons 22-4-40 Piston Rods 22-4-40 Connecting rods 26-3-40

Crank shaft 20-3-40 Thrust shaft 1-4-40 Intermediate shafts 13-3-40

Tube shaft - Screw shaft 29-3-40 Propeller 8-4-40

Stern tube 25-3-40 (GRK.) Engine and boiler seatings 4-4-40 (GRK.) Engines holding down bolts 7-6-40

Completion of fitting sea connections 4-4-40 (GRK.)

Completion of pumping arrangements 22-7-40 Boilers fixed 7-6-40 Engines tried under steam 27-7-40

Main boiler safety valves adjusted 21-6-40 Thickness of adjusting washers  $P \frac{1}{2} \times \frac{1}{2}$   $S \frac{3}{8} \times \frac{1}{2}$   $A \frac{1}{2} \times \frac{1}{2}$   $P \times S$   $A \times S$

Crank shaft material S.M. steel Identification Mark 8981A2B Thrust shaft material S.M. steel Identification Mark 8981A2B

Intermediate shafts, material S.M. steel Identification Marks 8981A2B Tube shaft, material - Identification Mark -

Screw shaft, material S.M. steel Identification Mark 8981A2B Steam Pipes, material Steel Test pressure 675 lb. Date of Test June

Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes

Have the requirements of the Rules for the use of oil as fuel been complied with Yes

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 -

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

built under special survey in accordance with the Rules  
and approved plans, and the materials and workmanship are  
good. It has been satisfactorily installed in the vessel and  
tested under working conditions at full load and, in  
my opinion, is eligible to be classed in the Register  
Book with record + LMC 7.40 and notation CL

95b  
27/7/40

The amount of Entry Fee ... £ 6 : - :  
Special ... £ 101 : - :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for,  
30 JUL 1940  
When received,  
5th August 1940

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute GLASGOW 30 JUL 1940

Assigned - LMC 7.40 20



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