

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JUL 31 1940

Date of writing Report 27.7.40 Port of GLASGOW
 No. in Survey held at Glasgow Date, First Survey 1939 Oct. 3rd Last Survey 27.8 July 1940
 Reg. Book. 19067 on the S/S "MARIETTA E" (Number of Visits 79)
 Built at Pat Glasgow By whom built Wm. Hamilton & Co. Ltd. Yard No. 439 Tons {Gross Net} When built 1940
 Engines made at Glasgow By whom made David Rowan & Co. Ltd. Engine No. 1040 when made 1940
 Boilers made at do. By whom made do. Boiler No. 1040 when made 1940
 Registered Horse Power 520 Owners Crestline 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 do.

ENGINES, &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" Crank pin dia. 14.44" Crank webs Mid. length breadth 23" Thickness parallel to axis 9 1/8"
 as fitted 14.44" Mid. length thickness 9 1/8" Thickness around eye-hole 6 3/4"
 Intermediate Shafts, diameter as per Rule 13.28" Thrust shaft, diameter at collars as per Rule 13.89"
 as fitted 13.38" as fitted 14.14"
 Tube Shafts, diameter as per Rule 14.72" Screw Shaft, diameter as per Rule 15.76" Is the tube shaft fitted with a continuous liner Yes
 as fitted 15.76" as fitted 15.76" Is the screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 17.49" Thickness between bushes as per Rule 5.64" Is the after end of the liner made watertight in the
 as fitted 13/16" as fitted 3/4" 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 Yes
 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 No If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 5'-1"

Propeller, dia. 17'-10 1/2" Pitch 17'-9" No. of Blades 4 Material Bronze whether Movable No Total Developed Surface 117 sq. feet
 Suction 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 { No. and size 1 @ 11" x 14" x 18" 1 @ 6 1/2" x 7" x 16"
 How driven steam Main Bilge Line How driven steam
 Ballast Pumps, No. and size 1 @ 11" x 14" x 18" 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" Vih Pipe 2 @ 3" & 2 @ 2"

Hold, &c. H^o1 H^oca 2 @ 3" H^o2 H^oca 2 @ 1" H^o3 H^oca 2 @ 2 1/2" H^o4 H^oca 2 @ 3" Tunnel well 1 @ 2 1/2"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8" 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 all Pipes pass through the bunkers — How are they protected —
 Do all 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 Yes worked from Upper deck

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 5940 sq main 1703 aux.
 Forced Draft fitted Yes No. and Description of Boilers 2 S.E. Main 1 S.E. aux Working Pressure 225 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? —
 PLANS. Are approved plans forwarded herewith for Shafting Main Boilers 26/9/39 Auxiliary Boilers 26/9/39 Donkey Boilers —
 (If not state date of approval) Preheaters No General Pumping Arrangements — 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 & Co. Ltd.
 Archd. N. Grierson, Manufacturer.

(1939) Oct. 3, 24, 27, 31 Nov. 9, 16, 22, 28, 29 Dec. 5, 11, 12, 13, 26 (1940)
 During progress of work in shops - 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
 Dates of Survey while building - During erection on board vessel - - - 14, 21, 26, 27, 28 July 1, 4, 9, 22, 24, 27
 Total No. of visits 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 1 3/4" 3/8" 5 3/8" 1/2" P + S. Adv. 5
 Crank shaft material S.M. steel Identification Mark 8981A2B Thrust shaft material S.M. steel Identification Mark 8981A
 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 1
 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 is 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 C1

956
 29/7/40

Glasgow

Certificate to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minute

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

A. J. Brown
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute **GLASGOW** 30 JUL 1940

Assigned - LMC 7.40 20



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