

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 15 JAN 1942

Date of writing Report 19 When handed in at Local Office 12: 1: 10 1/2 Port of Glasgow

No. in Survey held at Reg. Book. 38803 on the Glasgow Date, First Survey 3: 10: 40 Last Survey 5: 1: 4219
(Number of Visits 49) Tons } Gross 6852
Net 4004

Built at Glasgow By whom built Barclay Curle & Co. Ltd Yard No. 684 When built

Engines made at do. By whom made do. Engine No. 684 } When made 1941.
3rd 76 }

Boilers made at do. By whom made do. Boiler No. 684 When made 1941.

Registered Horse Power Owners British India Steam Navigation Co. Ltd Port belonging to

Nom. Horse Power as per Rule 630 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Y/N

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion with Bangs Wock & Patent Turbine Revs. per minute 90

Dia. of Cylinders 22 1/2, 34 1/2, 63 Length of Stroke 45 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule app. Crank pin dia. 14 1/2 Crank webs Mid. length breadth 2 1/2 Thickness parallel to axis 8 1/2
as fitted 13 3/8 Mid. length thickness 8 1/2 shrunk Thickness around eye-hole 6 3/8

Intermediate Shafts, diameter as per Rule app. Thrust shaft, diameter at collars as per Rule app.
as fitted 14 as fitted 3 1/2

Tube Shafts, diameter as per Rule app. Screw Shaft, diameter as per Rule app. Is the { tube } shaft fitted with a continuous liner { Y/N }
as fitted 15 3/8 as fitted 15 3/8 Is the { screw } shaft fitted with a continuous liner { Y/N }

Bronze Liners, thickness in way of bushes as per Rule app. Thickness between bushes as per Rule app. Is the after end of the liner made watertight in the
as fitted 1/4 as fitted 3/4 propeller boss Y/N If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Y

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 Y

If two liners are fitted, is the shaft lapped or protected between the liners Y Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No. If so, state type Y

Propeller, dia. 18-0 Pitch 14-4 No. of Blades 4 Material hard whether Moveable Y/N Total Developed Surface 110 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 4 Stroke 2 1/2 Can one be overhauled while the other is at work Y/N

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 Stroke 2 1/2 Can one be overhauled while the other is at work Y/N

Feed Pumps { No. and size 2 @ 9 1/2 x 7 x 2 1/2 Pumps connected to the { No. and size 1 @ 10 x 11 x 10, 1 @ 8 x 6 x 5
{ How driven Steam Main Bilge Line { How driven Steam

Ballast Pumps, No. and size 1 @ 10 x 11 x 10 Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 8 x 9 x 8

Are two independent means arranged for circulating water through the Oil Cooler Y/N Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 4 @ 3 1/2, 2 @ 2 1/2, 2 @ 2 1/2 In Holds, &c. No. 1-2 @ 3, No. 2-2 @ 3, No. 3-2 @ 2 1/2, No. 4-2 @ 3

In Pump Room No. 5-1 @ 2 1/2

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 1 1/2 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 Y/N

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 Y/N

Are all Sea Connections fitted direct on the skin of the ship Y/N 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 Y/N 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 Y/N Are the Blow Off Cocks fitted with a spigot and brass covering plate Y/N

What Pipes pass through the bunkers Y How are they protected Y

What pipes pass through the deep tanks Y Have they been tested as per Rule Y

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Y/N

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 Y/N Is the Shaft Tunnel watertight Y/N Is it fitted with a watertight door No. worked from -

MAIN BOILERS, &c.—(Letter for record Y) Total Heating Surface of Boilers 83444

Which Boilers are fitted with Forced Draft All Which Boilers are fitted with Superheaters None

No. and Description of Boilers 4 Single Ended Working Pressure 250 lb

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Y/N

IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? Y

Can the donkey boiler be used for domestic purposes only Y

PLANS. Are approved plans forwarded herewith for Shafting 5-6-40 Main Boilers 5-6-40 Auxiliary Boilers Y Donkey Boilers Y
(If not state date of approval)

Superheaters Y General Pumping Arrangements 23-11-40 Oil fuel Burning Piping Arrangements Y

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied See List Attached



The foregoing is a correct description.
FOR BARCLAY, CURLE & CO., LTD.

Alvards Macneil
Chief Draughtsman

Manufacturer.



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Lloyd's Register
Foundation

W226-0246

NOTE.—The words which do not apply should be deleted. Is a Report also sent on the Hull of the Ship? If not, state whether, and when, one will be sent? 5c.938. T. (MADE IN ENGLAND.)

1940 Oct: 3-17 (1941) Jan: 22-24 Feb: 5-7 24 Mar: 10-27 Apr: 21-30 May: 12 June: 6-20-26 July 2
 During progress of work in shops - - 3-15-18 Aug: 6-15-18-22-26 Sep: 4-8-12-16-18-22-25 Oct: 1-8-10-13-15-24-28 Nov: 7-10-21 Dec: 4-11
 Dates of Survey while building } During erection on board vessel - - -
 13-15-18-26 (1942) Jan: 2-5
 Total No. of visits 49

Dates of Examination of principal parts—Cylinders 16-9-41 Slides 12-9-41 Covers 15-8-41
 Pistons 16-9-41 Piston Rods 16-9-41 Connecting rods 16-9-41
 Crank shaft 8-9-41 Thrust shaft 5-5-41 (BW70) Intermediate shafts 15-8-41
 Tube shaft — Screw shaft 22-9-41 Propeller 22-9-41
 Stern tube 18-9-41 Engine and boiler seatings 8-10-41 Engines holding down bolts 7-11-41

Completion of fitting sea connections 8-10-41
 Completion of pumping arrangements 18-12-41 Boilers fixed 18-12-41 Engines tried under steam 26-12-41
 Main boiler safety valves adjusted 18-12-41 Thickness of adjusting washers for valves for all H bolts $\frac{3}{8}$
 Crank shaft material S.M. Steel Identification Mark 10001-6 Thrust shaft material Identification Mark
 Intermediate shafts, material do Identification Marks G.M. 16-8-41 Tube shaft, material Identification Mark
 Screw shaft, material do Identification Mark S.M. 22-9-41 Steam Pipes, material S.D. Steel Test pressure 150 lbs Date of Test
 Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150°F. —

Have the requirements of the Rules for the use of oil as fuel been complied with —
 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 I.I. ITRIA No Report No. 62382
 Uralna

General Remarks (State quality of workmanship, opinions as to class, &c.)
 This machinery has been built under special Survey and in accordance with the Rules. The materials & workmanship are good. It has been efficiently secured in position on board and afterwards tried under working conditions with satisfactory results.
 The machinery of this kind is stipulated in our opinion, to be classed in the Register Books with record of + L.M.C. 1-42. T.S. et.

The amount of Entry Fee ... £ 6 : - :
 Special ... £ 106 : 10 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 13 JAN 1942
 When received, 19

Prof. J. Brown for A.J. Brown & G.P. Gibberon
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 13 JAN 1942
 Assigned - 1 L.M.C. 1-42
 J.D.



P
ST
S
FLAT
BOTTOM of Str
BILGE P Strak
SIDE P Strak
UPPER STRA
UPPER STRA
STRA STRA
STRA STRA
POOP
BRIDGE
FORECASTLE
Total
MIDSHIP
COLL
AFT
STE

If not, state whether, and when, one will be sent? If a report also sent on the Hill of the Ship?

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