

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 79 DEC 1941

Writing Report 22.5.1943 When handed in at Local Office 23.5.1943 Port of **GLASGOW.**

Survey held at **KILMARNOCK.** Date, First Survey **27.8.1941** Last Survey **6.5.1943**
 (Number of Visits)

Book **CULLIN SOUND** Tons { Gross
 Net

on the **W. HARTIEPOOL** By whom built **WM. GRAY & CO. LTD.** Yard No. **A/MS/967** When built **-**

Engines made at **KILMARNOCK.** By whom made **GLENFIELD & KENNEDY LTD.** Engine No. **A.176** When made **1943.**

Boilers made at **-** By whom made **-** Boiler No. **-** When made **-**

Registered Horse Power **2500** Owners **THE ADMIRALTY.** Port belonging to **-**

Horse Power as per Rule **510** Is Refrigerating Machinery fitted for cargo purposes **-** Is Electric Light fitted **-**

ENGINES, &c.—Description of Engines **Steam reciprocating** Revs. per minute **76**

No. of Cylinders **3** Length of Stroke **48"** No. of Cranks **3**

Mid. length breadth **22"** Thickness parallel to axis **9"**

Thrust shaft, diameter at collars **14 1/2"** Crank webs **9"** shrunk Thickness around eye-hole **6 3/8"**

Intermediate Shafts, diameter as per Rule **-** as fitted **-**

Propeller Shafts, diameter as per Rule **-** as fitted **-**

Screw Shaft, diameter as per Rule **-** as fitted **-**

Is the { tube / screw } shaft fitted with a continuous liner **-**

Is the after end of the liner made watertight in the **-**

Propeller boss **-** If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner **-**

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 **-**

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 **-** If so, state type **-** Length of Bearing in Stern Bush next to and supporting propeller **-**

Propeller, dia. **-** Pitch **-** No. of Blades **-** Material **-** whether Moveable **-** Total Developed Surface **-** sq. feet

Can one be overhauled while the other is at work **-**

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Pumps connected to the Main Bilge Line { No. and size / How driven } **-**

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

Suctions, connected both to Main Bilge Pumps and Auxiliary **-**

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

Bilge Pumps:—In Engine and Boiler Room **-** In Holds, &c. **-**

Main Water Circulating Pump Direct Bilge Suctions, No. and size **-** Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size **-**

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes **-**

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 **-**

Are they fitted with Valves or Cocks **-**

Are all Sea Connections fitted direct on the skin of the ship **-** Are the Overboard Discharges above or below the deep water line **-**

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates **-** Are the Blow Off Cocks fitted with a spigot and brass covering plate **-**

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel **-** How are they protected **-**

What Pipes pass through the bunkers **-** Have they been tested as per Rule **-**

What pipes pass through the deep tanks **-**

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times **-**

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 **-** Is the Shaft Tunnel watertight **-** Is it fitted with a watertight door **-** worked from **-**

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

Which Boilers are fitted with Forced Draft **-** Which Boilers are fitted with Superheaters **-**

No. and Description of Boilers **-** Working Pressure **220 lb/sq. in.**

IS A REPORT ON MAIN BOILERS NOW FORWARDED? **-** If so, is a report now forwarded? **-**

IS A DONKEY BOILER FITTED? **-**

Can the donkey boiler be used for other than domestic purposes **-** Main Boilers **-** Auxiliary Boilers **-** Donkey Boilers **-**

PLANS. Are approved plans forwarded herewith for Shafting **-** (If not state date of approval)

Superheaters **-** General Pumping Arrangements **-** Oil fuel Burning Piping Arrangements **-**

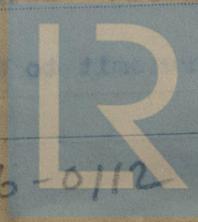
SPARE GEAR.

Has the spare gear required by the Rules been supplied **Yes.**

State the principal additional spare gear supplied **-**

The foregoing is a correct description.

Manufacturer.



W426-0112

1941. Aug. 27, Sept. 25, Nov. 26. 1942 Jan. 30. Feb. 9, 12, 17. Mar. 4, 26
 Apr. 9, 20 May 20, 25 June 1, 29 July, 6, 14, 21, Aug. 31, Sep. 8, 15, 18, 24,
 Oct. 5, 12, 19, 26. Nov. 2, 9, 16, 19, 23, 27. Dec. 1, 7, 14, 21, 29. 1943 Jan. 11, 18, 22
 Feb. 2, 15, 22, Mar. 1, 8, 22 May 6.

Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits 49.

Dates of Examination of principal parts—Cylinders 16.11.42 & 9.11.42 Slides - Covers 16.11.42 & 9.11.42
 Pistons 18.1.43 Piston Rods 22.3.43 Connecting rods 22.3.43
 Crank shaft 7.12.42 Thrust shaft - Intermediate shafts -
 Tube shaft - Screw shaft - Propeller -
 Stern tube - Engine and boiler seatings - Engines holding down bolts -
 Completion of fitting sea connections -
 Completion of pumping arrangements - Boilers fixed - Engines tried under steam -
 Main boiler safety valves adjusted - Thickness of adjusting washers -
 Crank shaft material Steel Identification Mark 506 Thrust shaft material - Identification Mark -
 Intermediate shafts, material - Identification Marks - Tube shaft, material - Identification Mark -
 Screw shaft, material - Identification Mark - Steam Pipes, material - Test pressure - Date of Test -
 Is an installation fitted for burning oil fuel - 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 A.175

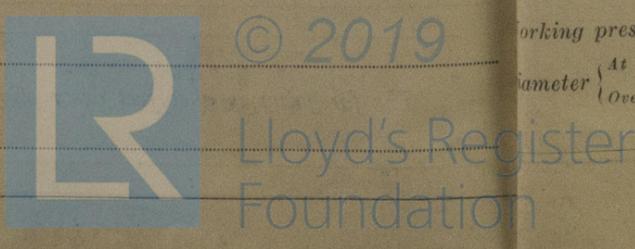
General Remarks (State quality of workmanship, opinions as to class, &c. The machinery has been built under Special Survey and in accordance with the Rules and approved plans. The materials and workmanship are good.
 All the requirements of the approved plans and Admiralty Specification have been carried out. When the machinery has been efficiently secured on board and satisfactorily tried under working conditions it will be eligible, in my opinion, for Classification in the Register Book with record of L.M.C. (with date)
 This engine has not as yet been allocated to any vessel.
 The engine will be stored at Riccarton .

The amount of Entry Fee	£ 40 : 4	When applied for,
Special	£ 10 : 1	19
Donkey Boiler Fee	£ -	When received,
Travelling Expenses (if any)	£ 5 : 5	19

(Sd) James Crawford,
 Engineer Surveyor to Lloyd's Register of Shipping.

Date GLASGOW. 25th May. 1943.

Committee's Minute Transmit to Wokingham.



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