

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

22.5.43 When handed in at Local Office 23.5.43 Port of **GLASGOW.**

Survey held at **KILMARNOCK.** Date, First Survey **27.8.1941** Last Survey **6.5.1943**

Book **CULLIN SOUND** (Number of Visits)

on the **W. HARTLEPOOL** By whom built **WM. GRAY & CO. LTD.** Yard No. **A/MS/967** Tons { Gross - Net - } When built -

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

ers made at **KILMARNOCK.** By whom made **GLENFIELD & KENNEDY LTD.** Boiler No. - When made -

istered 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 -

le for which vessel is intended -

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

of Cylinders **24 1/2" - 39" - 70"** Length of Stroke **48"** No. of Cylinders **3** No. of Cranks **3**

ank shaft, dia. of journals **14 1/2"** as per Rule **14"** as fitted **14 1/2"** Crank pin dia. **14 1/2"** Mid. length breadth **22"** Thickness parallel to axis **9"**

Intermediate Shafts, diameter **14 1/2"** as per Rule **14"** as fitted **14 1/2"** Crank webs **9"** shrunk Thickness around eye-hole **6 3/8"**

be Shafts, diameter **14 1/2"** as per Rule **14"** as fitted **14 1/2"** Thrust shaft, diameter at collars **14 1/2"** as per Rule **14"** as fitted **14 1/2"**

Is the { tube screw } shaft fitted with a continuous liner { - } as fitted **14 1/2"**

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

Thickness between bushes **14 1/2"** as per Rule **14"** as fitted **14 1/2"**

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 -

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

Length of Bearing in Stern Bush next to and supporting propeller -

whether Moveable - Total Developed Surface - sq. feet

Can one be overhauled while the other is at work -

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No. and size **Two** Diameter **4"** Stroke **27"**

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How driven **Two** Diameter **4"** Stroke **27"**

Lubricating Oil Pumps, including Spare Pump, No. and size **Two** Diameter **4"** Stroke **27"**

Suctions, connected both to Main Bilge Pumps and Auxiliary **Two** Diameter **4"** Stroke **27"**

Oil Cooler **Two** Diameter **4"** Stroke **27"**

In Holds, &c. **Two** Diameter **4"** Stroke **27"**

Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, **Two** Diameter **4"** Stroke **27"**

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

Are they fitted with Valves or Cocks -

Are the Overboard Discharges above or below the deep water line -

Are the Blow Off Cocks fitted with a spigot and brass covering plate -

How are they protected -

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 -

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 -

**AIN BOILERS, &c.—(Letter for record)** Total Heating Surface of Boilers **220 lb/sq. in.**

Which Boilers are fitted with Forced Draft **220 lb/sq. in.**

Which Boilers are fitted with Superheaters **220 lb/sq. in.**

Working Pressure **220 lb/sq. in.**

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

**IS A REPORT ON MAIN BOILERS NOW FORWARDED?** **Yes.**

**IS A DONKEY BOILER FITTED?** **Yes.**

Can the donkey boiler be used for other than domestic purposes **Yes.**

**PLANS.** Are approved plans forwarded herewith for Shafting **Yes.**

(If not state date of approval) **Yes.**

Superheaters **Yes.**

General Pumping Arrangements **Yes.**

Oil fuel Burning Piping Arrangements **Yes.**

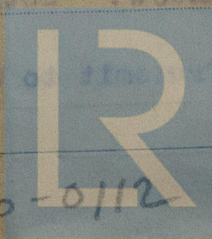
**SPARE GEAR.**

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

State the principal additional spare gear supplied **Yes.**

The foregoing is a correct description.

Manufacturer.



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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 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 .

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

Date GLASGOW. 25th May. 1943.

Committee's Minute Transmit to Wokingham.

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