

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 25/3/25 When handed in at Local Office 26/3/25 Port of Greenock
 No. in Survey held at Greenock Date, First Survey 30th October, 1924. Last Survey 24th March, 1925
 Reg. Book. on the T/S/S "Rawalpindi" (Number of Visits 18)
 Built at Greenock By whom built Harland & Wolff Ltd. Yard No. 660 Tons 1925
 Engines made at Belfast By whom made Harland & Wolff Ltd. Engine No. 1925
 Boilers made at Belfast By whom made Harland & Wolff Boiler No. 1925
 Registered Horse Power P. Osterhaus & Co. Port belonging to Greenock
 Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

ENGINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke Revs. per minute No. of Cylinders No. of Cranks
 Dia. of Crank shaft journals as per rule as fitted Dia. of Crank pin Crank webs Mid. length breadth shrunk Thickness parallel to axis
 Mid. length thickness Thickness around eye-hole
 Diameter of Thrust shaft under collars as per rule as fitted Diameter of Tunnel shaft as per rule as fitted Diameter of Screw shaft as per rule as fitted Is the Screw shaft
 fitted with a continuous liner the whole length of the stern tube Is the after end of the liner made watertight in the propeller boss
 If the liner is in more than one length are the joints burned If the liner does not fit tightly at the part
 between the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive
 If two liners are fitted, is the shaft lapped or protected between the liners Is an approved appliance fitted at the after end of the shaft to permit
 of it being efficiently lubricated Length of Stern Bush Diameter of Propeller
 Pitch of Propeller No. of Blades State whether Moveable Total Surface square feet.
 No. of Feed Pumps fitted to the Main Engines Diameter of ditto Stroke Can one be overhauled while the other is at work
 No. of Bilge Pumps fitted to the Main Engines Diameter of ditto Stroke Can one be overhauled while the other is at work
 Total number and size of power driven Feed and Bilge Auxiliary Pumps
 No. and size of Pumps connected to the Main Bilge Line
 No. and size of Ballast Pumps No. and size of Lubricating Oil Pumps, including Spare Pump
 Are two independent means arranged for circulating water through the Oil Cooler No. and size of suction connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room and in Holds, &c.

No. and size of Main Water Circulating Pump Bilge Suctions No. and size of Donkey Pump Direct Suctions
 to the Engine Room Bilges 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 all connections with the sea direct on the skin of the ship yes Are they Valves or Cocks both
 Are they size sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Discharge Pipes above or below the deep water line
 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
 What Pipes are carried through the bunkers How are they protected
 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 Screw Shaft Tunnel watertight Is it fitted with a watertight door worked from

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

Is Forced Draft fitted No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

Main Boilers Auxiliary Boilers Donkey Boilers

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



(1924) October 30. November 20. December 13. 17. 26. (1925) January 12. February 6. 12. 24. 26. March 4. 5. 6. 12.
 During progress of work in shops - - 13. 20. 24.
 Dates of Survey while building
 During erection on board vessel - -
 Total No. of visits 18

Dates of Examination of principal parts - Cylinders Slides
 Covers Pistons Rods
 Connecting rods Crank shaft Thrust shaft
 Tunnel shafts Screw shaft Propeller
 Stern tube 26. 12. 24 Engine and boiler seatings 26. 2. 25 Engines holding down bolts
 Completion of pumping arrangements Boilers fixed Engines tried under steam
 Completion of fitting sea connections 24/3/25 Stern tube 10 - 1 - 25 Screw shaft and propeller 26 - 2. 25
 Main boiler safety valves adjusted Thickness of adjusting washers
 Material of Crank shaft Identification Mark on Do.
 Material of Thrust shaft Identification Mark on Do.
 Material of Tunnel shafts Identification Marks on Do.
 Material of Screw shafts Identification Marks on Do.
 Material of Steam Pipes 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 carrying and burning oil fuel been complied with
 Is this machinery duplicate of a previous case If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. Seating bolts in oil fuel
 Tanks fitted to 250 lbs (bydraulic) Circular is
 fitted on board Propeller shaft fitted.
 This work has now proceeded to Belfast at
 which port the machinery will be fitted on
 board.

The amount of Entry Fee ... £ :
 Special ... £ :
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ :
 When applied for, 19.
 When received, 19.

Committee's Minute GLASGOW 31. 1925

Assigned Deferred

W. Gordon-Mitchell
 Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 15 SEP 1925

See Bel No. 9412