

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office JUN 10 1937

Date of writing Report 8-6-1934 When handed in at Local Office 8-6-1934 Port of Aberdeen.

No. in Survey held at Aberdeen Date, First Survey Last Survey 3rd June 1934
 Reg. Book. on the "G WENTHILLS" (Number of Visits 26) Tons } Gross 868
 Net 456.

Built at Aberdeen By whom built Messrs. J. Lewis & Sons Ltd. Yard No. 142 When built 1934.

Engines made at Aberdeen By whom made " " Engine No. 220 When made 1934.

Boilers made at " By whom made " " Boiler No. 183. When made 1934.

Registered Horse Power 103 Owners Messrs. Morley & Co. Ltd. Port belonging to Newport Mon.

Nom. Horse Power as per Rule 131. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended Foreign

ENGINES, &c.—Description of Engines Triple expansion. Revs. per minute 99.

Dia. of Cylinders 14 1/2" 25" 41" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 8.16" as fitted 8 7/8" Crank pin dia. 8 3/8" Crank webs Mid. length breadth 12" Mid. length thickness 5 1/2" Thickness parallel to axis 5 1/2" Thickness around eye-hole 3 1/2"

Intermediate Shafts, diameter as per Rule 4.44" as fitted nil Thrust shaft, diameter at collars as per Rule 8.16" as fitted 8 7/8"

Tube Shafts, diameter as per Rule 8.66" as fitted 8 7/8" Is the shaft filled with a continuous liner? yes

Bronze Liners, thickness in way of bushes as per Rule .561" as fitted 5/8" x 2 1/32" Thickness between bushes as per Rule .421" as fitted 19/32" Is the after end of the liner made watertight in the 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? yes

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? yes 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 2'-11"

Propeller, dia. 10'-9" Pitch 12'-6" No. of Blades 4 Material Cl. whether Movable No Total Developed Surface 40 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 15" Can one be overhauled while the other is at work? yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 15" Can one be overhauled while the other is at work? yes

Feed Pumps { No. and size 1-6" x 4 1/4" x 6" How driven Steam Duplex. Pumps connected to the Main Bilge Line { No. and size 1-4" x 8" x 8" How driven Steam duplex.

Ballast Pumps, No. and size 1-4" x 8" x 8" **Lubricating Oil Pumps**, including Spare Pump, No. and size None.

Are two independent means arranged for circulating water through the Oil Cooler? yes **Suctions**, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2-2 1/4" In Pump Room In Holds, &c. 2-3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-4" **Independent Power Pump Direct Suctions** to the Engine Room Bilges, No. and size 1-3" 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? above

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 pass through the bunkers? Hold bilges. How are they protected? Wood casing

What pipes pass through the deep tanks? No deep tank Have they been tested as per Rule? yes

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? yes

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2354 sq. ft.

Is Forced Draft fitted? No No. and Description of Boilers One - Single ended Working Pressure 200 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.

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

Is the donkey boiler intended to be used for domestic purposes only? yes

PLANS. Are approved plans forwarded herewith for Shafting? yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes

(If not state date of approval)

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.

For JAMES LEWIS & SONS LTD.
 James J. Donald
 Manufacturer.



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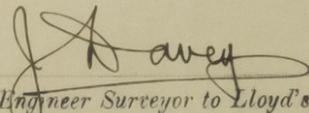
1936
 During progress of work in shops -- Nov. 30, Dec. 16, 1934
 1934
 During erection on board vessel --- Apr. 9, 15, 30, May 4, 20, 24, 26, Apr. 28, May 10, 14, 26, 28, June 1, 3.
 Total No. of visits 26.

Dates of Examination of principal parts—Cylinders 19-2-37 Slides 18-3-34 Covers 19-2-34
 Pistons 18-3-34 Piston Rods 24-3-34 Connecting rods 15-2-34
 Crank shaft 10-12-36 Thrust shaft 18-3-34 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 15-4-34 Propeller 15-4-34
 Stern tube 15-4-34 Engine and boiler seatings 28-4-37 Engines holding down bolts 17-5-37
 Completion of fitting sea connections 28-4-37
 Completion of pumping arrangements 3-6-37 Boilers fixed 17-5-37 Engines tried under steam 3-6-34
 Main boiler safety valves adjusted 1-6-37 Thickness of adjusting washers P $\frac{5}{16}$ " S $\frac{5}{16}$ "
 Crank shaft material Steel Identification Mark 2830 Thrust shaft material Steel Identification Mark 2831
 Intermediate shafts, material None Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Iron Identification Mark 2832 Steam Pipes, material Copper Test pressure 400 lbs Date of Test 24-5-37
 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 No 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 No
 Is this machinery duplicate of a previous case Yes. If so, state name of vessel "Glenariff" ABNTRPTU^o 18650.

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been constructed under special survey, in accordance with the Rules and approved plans.
The materials and workmanship are good.
The engine & boiler have been securely fitted on board the vessel, tried under power & found satisfactory, and is eligible in my opinion to be classed in the Register Book, and to have record of survey + LMC 6.37 and the notation of TS (C+).

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

The amount of Entry Fee ... £ 3 : 0 :
 Special ... £ 32 : 15 :
 Donkey Boiler Fee ... £ ✓ : :
 Travelling Expenses (if any) £ ✓ : :
 When applied for, 8.6.1934
 When received, 6.8.1937


 Engineer Surveyor to Lloyd's Register of Shipping.

FRI 11 JUN 1937

Committee's Minute
 Assigned + LMC 6.37
