

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 FEB 1934

Date of writing Report 19 When handed in at Local Office 31 1 10³⁴ Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 17 8 33 Last Survey 30 Jan 1934.
 Reg. Book on the Inverclyde S.B. & Eng. Co. No. 345.
 Built at Glasgow By whom built A. H. & S. Sons Ltd. Yard No. When built
 Engines made at Glasgow By whom made A. H. & S. Sons Ltd. Engine No. 101. When made 1934.
 Boilers made at Glasgow By whom made Boiler No. When made
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule 361. Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Triple Expansion
 Dia. of Cylinders 22" 36" 54" Length of Stroke 42" No. of Cylinders 3 No. of Cranks 8
 Crank shaft, dia. of journals as per Rule 11.87" Crank pin dia. 12" Crank webs Mid. length breadth Thickness parallel to axis 7 1/2"
 as fitted 12" Mid. length thickness Thickness around eye-hole 5 1/2"
 Intermediate Shafts, diameter as per Rule 11.31" Thrust shaft, diameter at collars as per Rule 11.87"
 as fitted 11 3/8" as fitted 15 1/2" Reduced to 11 1/8"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 12.93"
 as fitted Is the {tube} shaft fitted with a continuous liner without liner
 as fitted 13 1/2" as fitted Is the {screw} shaft fitted with a continuous liner without liner

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

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
 If 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 shaft

Propeller, dia. 13.6" Pitch 15.3" No. of Blades 4 Material Bronze whether Movable No. Total Developed Surface 61.5 sq. feet
 Length of Bearing in Stern Bush next to and supporting propeller 52 1/2" White Metal

Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 22" Can one be overhauled while the other is at work y/s
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 22" Can one be overhauled while the other is at work y/s

Feed Pumps { No. and size Pumps connected to the { No. and size
 How driven Main Bilge Line How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room

In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine 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 all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers How are they protected
 What pipes pass through the deep tanks 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

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 6651 sq. ft.

Is Forced Draft fitted No. No. and Description of Boilers 3 S.E. return tube Working Pressure 220 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? No.

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

PLANS. Are approved plans forwarded herewith for Shafting 7.7.33 Main Boilers Auxiliary Boilers Donkey Boilers
 (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 As per list attached
 State the principal additional spare gear supplied

The foregoing is a correct description,

ALEXANDER STEPHEN & SONS, LIMITED.

Manufacturer.

Alex. Macfellar, Director



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Lloyd's Register Foundation

002808-002815-0044

1933 Aug: 17. 25. 28 Sep: 6. 11. 14. 20 Oct: 5. 9. 12. 18. 24. 30 Nov: 7. 8. 14.
 During progress of work in shops - - - 31. 23. 24. 27. 30 Dec: 4. 7. 8. 11. 12. 14. 18. 19. 22. 27. 28. (1934) Jan: 5. 8. 10. 12
 Dates of Survey while building During erection on board vessel - - - 17. 30
 Total No. of visits 40

Dates of Examination of principal parts—Cylinders 27.11.33. Slides 22.12.33. Covers 27.11.33.
 Pistons 22.12.33. Piston Rods 14.12.33. Connecting rods 30.11.33.
 Crank shaft 21.11.33. Thrust shaft 17.11.33. Intermediate shafts 11.12.33.
 Tube shaft — Screw shaft 14.12.33. Propeller
 Stern tube 4.12.33. 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 *1st high steel*

Identification Mark 21.11.33 *26*

Thrust shaft material *1st high steel*

Identification Mark *TS03-H66 LT*

Intermediate shafts, material *do*

Identification Marks *894 31.10.33. 4.12.33*

Tube shaft, material —

Identification Mark

Screw shaft, material *do*

Identification Mark 11.9.33

Steam Pipes, material *Steel*

Test pressure 660 lb.

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 *No.* If so, state name of vessel

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 forwarded to Dundee for fitting on board.

5/2/34

The amount of Entry Fee ... £ 5 : - :
 Special ... £ 31 : 13 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 Committee's Minute GLASGOW 6 - FEB 1934
 Assigned Deferred.

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When applied for,

30.1.1934

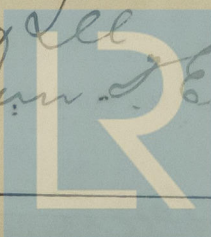
When received,

14.4.1934

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 2 MAR 1934

TUE. 17 APR 1934



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