

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

20 JUN 1934

Date of writing Report 29th May 1934. When handed in at Local Office 6th June 1934. Port of Greenock.

No. in Survey held at Port Glasgow. Date, First Survey 5th March 1934. Last Survey 30-5-1934.
Reg. Book. on the SS JAMAICA PRODUCER. (Number of Visits 7)

Built at Port Glasgow. By whom built Lithgous & Co. Yard No. 868. Tons { Gross 5325, Net 2935. When built 1934.
Engines made at Glasgow. By whom made J. Rowan & Co. Ltd. Engine No. When made 1934.
Boilers made at " By whom made " Boiler No. When made "
Registered Horse Power Owners Jamaica Banana Producers & Co. Ltd. Port belonging to Kingston, Jamaica.
Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes.
Trade for which Vessel is intended foreign trade.

ENGINES, &c.—Description of Engines
Dia. of Cylinders Length of Stroke No. of Cylinders Revs. per minute No. of Cranks
Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Mid. length thickness shrunk Thickness parallel to axis Thickness around eye-hole
Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted
Tube Shafts, diameter as per Rule as fitted Is the { tube } shaft fitted with a continuous liner { screw }
Screw Shaft, diameter as per Rule as fitted
SEE G.F. Shaft, diameter as per Rule as fitted
Bronze Liners, thickness of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted 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
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
haft No. If so, state type Length of Bearing in Stern Bush next to and supporting propeller
Propeller, dia. Pitch No. of Blades Material whether Movable Total Developed Surface sq. feet
Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Feed Pumps { No. and size How driven } Pumps connected to the { No. and size How driven } Main Bilge Line
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 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
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 stowhold 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 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
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?
Is the donkey boiler intended to be used for domestic purposes only
PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
(If not state date of approval)
Preheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.
Is the spare gear required by the Rules been supplied
Is the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.



During progress of work in shops - - -

Dates of Survey while building

(1934) Mar. 5-8-28-29. Apl. 3. May 29-30

During erection on board vessel - - -

Total No. of visits 4

Dates of Examination of principal parts—Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft Intermediate shafts

Tube shaft Screw shaft Propeller

Stern tube Engine and boiler seatings 3-4-3-4 Engines holding down bolts

Completion of fitting sea connections 3-4-3-4

Completion of pumping arrangements holds 30-5-34 Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material Identification Mark 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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. The propeller, stern tube, tail shaft & sea connections have been satisfactorily fitted on board. The bilge pumping arrangements in the holds have been fitted in accordance with the Rules & approved plan, tried & found satisfactory. The heating coils in the oil fuel storage & settling tanks have been tested to 225 lbs^{sq} & found tight.

The amount of Entry Fee ... £ : : When applied for.

Special ... £ : : 19

Donkey Boiler Fee ... £ : : When received.

Travelling Expenses (if any) £ : : 19

Committee's Minute GLASGOW 19 JUN 1934

Assigned SEE ACCOMPANYING MACHINERY REPORT.

J. Avey
Engineer Surveyor to Lloyd's Register of Shipping.



Date of writing

No. in Survey Reg. Book

Built at

Engines made

Boilers made

Registered

Nom. Horsepower

Trade for

ENGINE

Dia. of Cylinder

Crank shaft

Intermediate shafts

Tube Shaft

Bronze Lining

propeller boss

If the liner

If two lines

shaft

Propeller

Feed Pump

Bilge Pump

Feed Pumps

Ballast Pump

Are two in

Bilge Pump

In Pump

No. 4

Main Water

No. and size

Are the Bilge

Are all Sea

Are they fitted

Are they electric

What Pipe

What pipes

Are all Pipes

Is the arrangement

compartments

MAIN

Is Forced

IS A

IS A

Is the donkey

PLAN

Superheater

Has the

State the

NOTE.—The words which do not apply should be deleted.