

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 GreenockNo. in Survey held at Port Glasgow
Reg. Book.Date, First Survey 5th March 1934 Last Survey 30-5-1934on the SS JAMAICA PRODUCER

(Number of Visits 7)

Tons { Gross 5325

Net 2935

When built 1934

Built at Port Glasgow By whom built Lithgows & Co.

Yard No. 868

Engines made at GlasgowBy 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. LtdPort 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 No. of Cranks
 Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. 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
 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
 Propeller, dia. Pitch No. of Blades Material whether Moveable 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 Main Bilge Line No. and size 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 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 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 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

A REPORT ON MAIN BOILERS NOW FORWARDED?

A DONKEY BOILER FITTED?

If so, is a report now forwarded?

The donkey boiler intended to be used for domestic purposes only

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

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

The spare gear required by the Rules been supplied

The principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.



© 2020

Lloyd's Register
Foundation

002838-002845-0187

During progress of work in shops - - -
 Dates of Survey while building (1934) Mar. 5-8-28-29. Apr. 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 30-5-3-4 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. & 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.



© 2020

Lloyd's Register Foundation