

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 20 JUN 4

Date of writing Report 16. 6. 10³⁴ Port of Glasgow
 When handed in at Local Office 16. 6. 10³⁴ Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 9. 9. 33 Last Survey 12. 6. 1934
 Reg. Book. on the new steel "JAMAICA PRODUCER". (Number of Visits 94)
 Built at Port Glasgow By whom built Dithgows Ltd Yard No. 868 When built 1934
 Engines made at Glasgow By whom made David Rowan & Co Ltd Engine No. 965 When made 1934
 Boilers made at Glasgow By whom made David Rowan & Co Ltd Boiler No. 965 When made 1934
 Registered Horse Power Owners Port belonging to -SS
 Nom. Horse Power as per Rule 961 Is Refrigerating Machinery fitted for cargo purposes yes Is Electric Light fitted yes
 Trade for which Vessel is intended Fruit carrying.

ENGINES, &c.—Description of Engines Quadruple expansion Revs. per minute 102
 Dia. of Cylinders 30" 41 1/2" 59" 84" Length of Stroke 54" No. of Cylinders 4 2 3 HP, MP & MP² No. of Cranks 4
 Crank shaft, dia. of journals as per Rule 16.743" 16.87" 16.78" Crank pin dia. 16.78" Crank webs Mid. length breadth 2-4" L.P. shrunk Thickness parallel to axis 11 1/2"
 as fitted 16.78" Crank webs Mid. length thickness 11 1/2" Thickness around eye-hole 7 1/2" HP, MP & MP²
 Intermediate Shafts, diameter as per Rule 15.945" 16.07" 16.07" Thrust shaft, diameter at collars as per Rule 16.743" (middle) 8 3/8" L.P.
 as fitted 16.78" Tube Shafts, diameter as per Rule 17.403" 17.52" Is the tube shaft fitted with a continuous liner yes
 as fitted 17.78" Screw Shaft, diameter as per Rule 17.78" Is the screw shaft fitted with a continuous liner yes
 as fitted 17.78" Bronze Liners, thickness in way of bushes as per Rule .83" Thickness between bushes as per Rule .62" Is the after end of the liner made watertight in the propeller boss yes
 as fitted 7/8" 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 yes
 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 no If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 5-10 1/2"
 Propeller, dia. 17-6" Pitch 19-3" No. of Blades 4 Material Bronze whether Moveable yes Total Developed Surface 85 sq. feet
 Feed Pumps worked from the Main Engines, No. none Diameter - Stroke - Can one be overhauled while the other is at work -
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 33" Can one be overhauled while the other is at work yes
 Feed Pumps No. and size 2 @ 15 1/2" - 11 1/2" x 24" Pumps connected to the Main Bilge Line No. and size Ballast Pump & Emergency O.F. Transfer Pump
 How driven Steam How driven Steam Steam
 Ballast Pumps, No. and size 1 @ 9" - 10" x 24" 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 4 @ 5 1/2" and 3 @ 2" for oily water only
 In Pump Room - In Holds, &c. No. 1 hold - 2 @ 3". No. 2 hold - 2 @ 3". No. 3 hold - 2 @ 3".
 No. 4 hold - 2 @ 3". Tunnel well - 1 @ 2 1/2".

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 12" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 @ 5" 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 both
 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 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 upper deck

MAIN BOILERS, &c.—(Letter for record. (S)) Total Heating Surface of Boilers 15015 sq ft Working Pressure 225 lbs
 Is Forced Draft fitted yes No. and Description of Boilers 5 SB
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no 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 no Main Boilers yes Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)
 Superheaters no General Pumping Arrangements no 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 one propeller shaft, 2 Bronze propeller blades.

The foregoing is a correct description,
 For David Rowan & Co. Ltd
 Arch. H. Grierson

Manufacturer.



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

1933 Sep: 9. 12. 18. 20. 29 Oct: 6. 10. 11. 13. 20. 23. 24 Nov: 3. 6. 10. 13. 16. 17. 27. 29 Dec: 1. 6
 During progress of work in shops -- 11. 12. 15. 18. 19 (1934) Jan: 10. 12. 15. 17. 19. 30. 31 Feb: 1. 2. 6. 7. 9. 12. 13. 14. 15. 16. 19. 20. 22. 23. 26
 Dates of Survey while building During erection on board vessel -- 27. 28 Mar: 1. 2. 8. 9. 13. 14. 15. 16. 19. 20. 21. 22. 28. 29. 30 Apr: 6. 9. 10. 11. 12. 13. 16. 18. 19. 20. 23
 24. 25. 27. 30 May: 1. 3. 7. 9. 11. 12. 14. 15. 17. 18. 24. 25 June 12
 Total No. of visits 94

Dates of Examination of principal parts—Cylinders 20-2-34 Slides 6-4-34 Covers 22-2-34
 Pistons 22-2-34 Piston Rods 19-3-34 Connecting rods 10-1-34
 Crank shaft 2-3-34 Thrust shaft 22-3-34 Intermediate shafts 22-3-34
 Tube shaft — Screw shaft 8-3-34 & 13-3-34 Propeller 8-3-34
 Stern tube 1-3-34 Engine and boiler seatings GWR Engines holding down bolts 24-4-34

Completion of fitting sea connections
 Completion of pumping arrangements 18-5-34 Boilers fixed 25-4-34 Engines tried under steam

Main boiler safety valves adjusted 24-5-34 Thickness of adjusting washers all 3/8"
 Crank shaft material J. Steel Identification Mark LLOYD'S NO 4676 L.C.D. 2-3-34 Thrust shaft material J. Steel Identification Mark LLOYD'S NO 4676 L.C.D. 22-3-34
 Intermediate shafts, material J. Steel Identification Marks LLOYD'S NO 4676 14-3-34 L.C.D. Tube shaft, material — Identification Mark LLOYD'S NO 4676 L.C.D. 22-3-34

Screw shaft, material J. Steel Identification Mark LLOYD'S NO 4676 8-3-34 L.C.D. Steam Pipes, material Steel Test pressure 675 Date of Test 12-5-34

Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150°F. yes
 Have the requirements of the Rules for the use of oil as fuel been complied with yes
 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 —
 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.)

The materials and workmanship are good.
 The machinery has been constructed under special Survey and is eligible in my opinion for Classification and the Records L.M.C. 6,34. Fitted for oil fuel 6,34 F.P. above 150°F.

16/6/34

The amount of Entry Fee ... £ 6 : : When applied for,
 Special ... £ 123 : 1 : 15 6 19 34
 Donkey Boiler Fee ... £ : : : When received,
 Travelling Expenses (if any) £ : : 19 6 19 34

S. Davis.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 19 JUN 1934
 Assigned + L.M.C. 6,34. F.P.
 Fitted for Oil Fuel 6,34.
 F.P. above 150°F.

Date of writing Reg. Book. No. in Survey on the Master Engines made at Boilers made at Nominal Horse MULTITU Manufacturers Total Heating No. and Descri Tested by hydro Area of Firegr Area of each se In case of donke Smallest distan Smallest distan Largest interna Thickness long, seams Percentage of Percentage of Thickness of Material Length of plain Dimensions of End plates in How are stays Tube plates: Mean pitch of Girders to com at centre 2 in each 3 Tensile strengt Pitch of stays Working press Thickness Pitch of stays Working Press Diameter { At bo Over Working press Diameter { At tu Over

