

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

10 FEB 1937

Date of writing Report 8. 1. 1936 When handed in at Local Office 5th FEBRUARY 1934 Port of Grenada

No. in Survey held at Grenada Date, First Survey 4th JANUARY 1936 Last Survey 5th FEBRUARY 1934

Reg. Book. T/S/S "Blau Cameron" (Number of Visits 105.)

Built at Grenada By whom built Grenada Dockyard Co. L^d Yard No. 426 When built 1934

Engines made at Grenada By whom made John Kincaid Co. L^d Engine No. 681 When made 1937

Boilers made at ditto By whom made ditto Boiler No. 681 When made 1937

Registered Horse Power 401 Owners Blau Line Steamers L^d Port belonging to Elizavet

Nom. Horse Power as per Rule 1146 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 (2 St.) & L.P. Turbines Revs. per minute 92

Dia. of Cylinders 26-42-68 Length of Stroke 48 No. of Cylinders 6 No. of Cranks 6

Crank shaft, dia. of journals 14.4 Crank pin dia. 15 Crank webs Mid. length breadth shrunk Thickness parallel to axis 9.18

Intermediate Shafts, diameter as per Rule 13.41 as fitted 14.3/8 Thrust shaft, diameter at collars as per Rule 14.4 as fitted 15

Tube Shafts, diameter as per Rule 15.13 as fitted 16.3/8 Is the tube shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule .8 as fitted 7/8 Thickness between bushes as per Rule .76 as fitted 7/8 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 Yes Length of Bearing in Stern Bush next to and supporting propeller 5-2 1/2

Propeller, dia. 14.0 Pitch 19.10 1/2 No. of Blades 3 Material Brass whether Movable Yes Total Developed Surface 88 sq. feet

Feed Pumps worked from the Main Engines, No. 4 Diameter 4 1/2 Stroke 24 Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 4 Diameter 4 1/2 Stroke 24 Can one be overhauled while the other is at work Yes

Feed Pumps No. and size 3 (2-15 1/2 x 11 1/2 x 24) (one 10 1/2 x 8 x 21) Pumps connected to the Main Bilge Line No. and size 2 (10 1/2 x 12 1/2 x 21) (9 1/2 x 11 x 18) How driven Steam

Ballast Pumps, No. and size one 10 1/2 x 12 1/2 x 21 Lubricating Oil Pumps, including Spare Pump, No. and size 3 - 10 x 9 x 24

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 ERoom, 2 3 1/2 one 3 Boiler Room 2 3 1/2 Tunnel Well 1-2 1/2 In Pump Room — In Holds, &c. 9° 1 - 2 3 9° 2 - 3 1/2 9° 3 - 2 2 1/2 Bron Bunker 2 2 1/2 Side Bunkers 2-3 9° 4 - 2-3 one 2 1/2 9° 5 - 1 3

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 at 13 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 5 1/2 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 None 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 UER Platform

MAIN BOILERS, &c. (Letter for record S) Total Heating Surface of Boilers 14480 #

Is Forced Draft fitted Yes No. and Description of Boilers 5 Single Breded Working Pressure 220

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 Yes Main Boilers Yes Auxiliary Boilers — Donkey Boilers —

(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

Propeller complete with continuous liner & stamped LR 6142 16-11.36 WGM. also 2 Spare Blades (Brass)

The foregoing is a correct description,
For JOHN G. KINCAID & CO. LIMITED.

W. Carter Director.

Manufacturer.



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

Dates of Survey while building

During progress of work in shops - - (1936) Jan. 4, 11, MAR. 3, APRIL 8, 15, 28, MAY 7, 14, 24, 29, JUNE 2, 9, 12, 16, 23, 25, 30 JULY 13, 21, 24, 28, 30. AUG. 3, 10, 11, 13, 14, 19, 24, SEPT. 4, 9, 10, 15, 16, 22, 23, 28, 29, 30 OCT. 1, 2, 5, 6, 8, 9, 10, 12, 13, 14, 15, 16, 19, 22, 23, 26, 28, 29, 30 NOV. 2, 3, 5, 6, 11, 13, 16, 20, 23, 25, 26, 27, 28, 30. DEC. 8, 9, 11, 14, 15, 17, 18, 21, 22, 23, 24, 25, 28, 29, 30, 31 (1937) JAN. 4, 8, 9, 11, 12, 14, 16, 18, 19, 20, 21, 22, 23, 25, 26, 27, FEB. 5.

During erection on board vessel - - -

Total No. of visits 105.

Dates of Examination of principal parts—Cylinders 2-10-36 Slides 3-11-36 Covers 19-10-36
 Pistons 22-10-36 Piston Rods 28-10-36 Connecting rods 28-10-36
 Crank shaft 16-9-36 Thrust shaft see Sh. Rpt. 57713 (24-10-36) Intermediate shafts 13-10-36
 Tube shaft ✓ Screw shaft 8-10-36 Propeller 9-10-36
 Stern tube 6-10-36 Engine and boiler seatings 30-9-36 Engines holding down bolts 30-12-36
 Completion of fitting sea connections 15-10-36

Completion of pumping arrangements 29-12-36 Boilers fixed 19-1-37 Engines tried under steam 30-1-37
 Main boiler safety valves adjusted 25-1-37 Thickness of adjusting washers

PLATE	5/16	3/32	1/4	5/16	5/16
SV	7/32	7/32	1/4	5/16	5/16
ST	1/4	1/4	1/4	5/16	5/16

Crank shaft material S Identification Mark LR 6142 WGM Thrust shaft material S Identification Mark 498499 HA1GC
 Intermediate shafts, material S Identification Marks LR 6142 WGM Tube shaft, material ✓ Identification Mark -
 Screw shafts material S Identification Mark LR 6142 WGM Steam Pipes, material S Test pressure 660 lb Date of Test 15-12-36
 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. These Engines & Boilers have been built under special survey in accordance with the approved plans & the workmanship & material are of good quality. They have now been securely fitted on board, tried under working conditions, found satisfactory.

The Machinery is in my opinion eligible for the record of L M C 2.37 - Notation of Fitted for Oil Fuel 2.37 FP above 150°F & 15.5B (Sft)
 The Two LP Turbines (see Sh. Rpt. No. 57713) now fitted on board

The amount of Entry Fee ... £ 6. - : When applied for.
 Special ... £ 128. 13. - : 3rd FEBRUARY 1937
 Donkey Boiler Fee ... £ - : - : When received.
 Travelling Expenses (if any) £ - : - : 5th FEBRUARY 1937

W. Gordon-Mitchell
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 9-FEB 1937

Assigned + L.M.C. 2,37 70.

Fitted for oil fuel 2,37 F.P. above 150°F.



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