

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-7 NOV 1934

Date of writing Report **30-10-1934** When handed in at Local Office **5-11-1934** Port of **Glasgow**
 No. in Survey held at **Glydebank** Date, First Survey **29-8-34** Last Survey **22-10-1934**
 Reg. Book. on the
 Built at **Ramson & Sons** By whom built **Davie S. B. & R. C. & L.** Yard No. **510** Tons Gross **1934**
 Engines made at **Glydebank** By whom made **Hitchison Blair & Co.** Engine No. **190** When made **1934**
 Boilers made at **Glasgow** By whom made **D. Rowan & Co. L.** Boiler No. **1401** When made
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule **98** Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines **Two, Compound, coupled together** Revs. per minute
 Dia. of Cylinders **12" 2-8-34** Length of Stroke **18"** No. of Cylinders **4** No. of Cranks **4**
 Crank shaft, dia. of journals **6 1/2"** Crank pin dia. **6 1/2"** Crank webs Mid. length breadth **4 5/16"** Thickness parallel to axis **4 5/16"**
 as fitted **6 1/2"** Mid. length thickness **4 5/16"** Thickness around eye-hole **2 15/16"**
 Intermediate Shafts, diameter as per Rule **2-8-34** Thrust shaft, diameter at collar as per Rule **2-8-34**
 as fitted **6 1/4"** as fitted **6 1/2"**
 Tube Shafts, diameter as per Rule **2-8-34** Screw Shaft, diameter as per Rule **2-8-34** Is the screw shaft fitted with a continuous liner **Yes**
 as fitted **None** as fitted **6 5/8"**
 Bronze Liners, thickness in way of bushes as per Rule **9/16"** Thickness between bushes as per Rule **1/2"** Is the after end of the liner made watertight in the propeller boss **Continuous**
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner **Continuous**
 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 **27 1/4"**
 shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller **27 1/4"**
 Propeller, dia. **6'-5"** Pitch **8'-0"** No. of Blades **4** Material **C.S.** whether Movable **Yes** Total Developed Surface **14** 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. **None** Diameter Stroke Can one be overhauled while the other is at work
 Feed Pumps No. and size Pumps connected to the Main Bilge Line No. and size How driven
 How driven Lubricating Oil Pumps, including Spare Pump, No. and size
 Ballast Pumps, No. and size Are two independent means arranged for circulating water through the Oil Cooler
 Are the 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

No. and size

Are all the Bilge Suction Pipes in holds and tunnel well fitted with steam-hoses

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 **2460 sq. ft.**

Is Forced Draft fitted

No. and Description of Boilers **2- heavy type**Working Pressure **120**

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 **Yes** Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval) General Pumping Arrangements Oil fuel Burning Piping Arrangements

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description,

Arch Blair

Manufacturer.



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Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - -

Total No. of visits

1934 Aug: 29 Sep: 3. 10. 18. 27 Oct: 4. 8. 10. 12. 15. 22

Dates of Examination of principal parts—Cylinders 18-9-34 eli

Slides 10-9-34 eli

Covers 18-9-34 eli

Pistons 18-9-34 eli

Piston Rods 10-9-34 eli

Connecting rods 10-9-34 eli

Crank shaft 10-9-34 eli

Thrust shaft 10-10-34 eli

Intermediate shafts 18-9-34 eli

Tube shaft

Screw shaft 18-9-34 eli

Propeller 10-10-34 eli

Stern tube 18-9-34 eli

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

8

Identification Mark 5148

Thrust shaft material

8

Identification Mark 5148

Intermediate shafts, material

8

Identification Marks 5148

Tube shaft, material

✓

Identification Mark ✓

Screw shaft, material

8

Identification Mark 5148

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 *no* If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. *This engine has been built under special survey in accordance with the approved plan and the Society's Rules and requirements the materials and workmanship are good*

The Engine has been shipped to Quebec for fitting on board.

8/3/1934

Certificate to be sent to
The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 2 : - :
Special ... £ 9 : 16 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :

When applied for.

When received.

Committee's Minute

Assigned

Deprived.

Jas. S. Cairns
Engineer Surveyor to Lloyd's Register of Shipping.



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