

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office JAN -2 1941

Date of writing Report 19 When handed in at Local Office 30.12.1940 Port of GLASGOW

No. in Survey held at Reg. Book. 90211 on the s/s "TRADER" Date, First Survey 15.2.40 Last Survey 21st Dec. 1940 (Number of Visits 74) Gross 6000 Tons Net

Built at Glasgow By whom built Chas. Connell & Co. Ltd. Yard No. 430 When built 1940

Engines made at -do- By whom made David Rowan & Co. Ltd. Engine No. 1052 When made 1940

Boilers made at -do- By whom made -do- Boiler No. 1052 When made 1940

Registered Horse Power - Registered Owners Charente SS. Co. Ltd. Port belonging to Liverpool

Nom. Horse Power as per Rule 524 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 75

Dia. of Cylinders 27"-44½"-77" Length of Stroke 54" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 15.29" Crank pin dia. 15 5/8" Crank webs Mid. length breadth 22½" Thickness parallel to axis 9 7/8" as fitted 15 3/8" Mid. length thickness 9 7/8" Thickness around eye-hole 7 3/16"

Intermediate Shafts, diameter as per Rule 14.562" Thrust shaft, diameter at collars as per Rule 15.29" as fitted 14 5/8" as fitted 15 3/8"

Tube Shafts, diameter as per Rule 16.103" Is the tube shaft fitted with a continuous liner Yes as fitted 16 1/8"

Bronze Liners, thickness in way of bushes as per Rule 7.92" Thickness between bushes as per Rule 5.94" Is the after end of the liner made watertight in the propeller boss Yes as fitted 7/8" as fitted 3/4"

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 6-2"

Propeller, dia. 18'-6" Pitch 18'-6" No. of Blades 4 Material Forge whether Moveable Yes Total Developed Surface 110 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 3/4" Stroke 24" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size 2 @ 10½" x 8" x 24" Pumps connected to the Main Bilge Line { No. and size 1 @ 10½" x 13" x 24" 1-10½" x 8" x 24" How driven steam How driven steam

Ballast Pumps, No. and size 1 @ 10½" x 13" 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 2 @ 3½" in E.R. 2 @ 3½" in B.R.

In Pump Room - In Holds, &c. No. 1, 2, 3 & 5 Holes 2 @ 3½" Ref. tank 2 @ 3½"

No. 6 local well 1 @ 4" Tunnel well 1 @ 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 14" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 4 3/4"

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 R) Total Heating Surface of Boilers 8208 sq. ft.

Which Boilers are fitted with Forced Draft none Which Boilers are fitted with Superheaters 2 main

No. and Description of Boilers 2 D.E. Working Pressure 210 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes

Can the donkey boiler be used for domestic purposes only no

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Yes Auxiliary Boilers - Donkey Boilers Yes (If not state date of approval)

Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements -

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied List attached

The foregoing is a correct description.

For David Rowan & Co. Ltd.
Archd. N. Grierson

Manufacturer.



© 2020

Lloyd's Register
Foundation

003625-003630-0076

1940 Feb: 15, 27 Mar: 11, 21 Apr: 11, 16, 26 May: 8, 17, 29, 30 June: 3, 5, 12, 13, 20, 27 July: 5, 11, 16
 During progress of work in shops - - 25, 26, 29, 30 Aug: 2, 8, 12, 16, 19, 20, 21, 22, 23, 26, 27 Sep: 2, 3, 4, 5, 9, 13, 16, 19, 20, 24, 25, 26, 27
 Dates of Survey while building During erection on board vessel - - - Oct: 2, 3, 4, 7, 9, 10, 11, 14, 15, 16, 17, 18, 28, 29 Nov: 4, 8, 14, 15, 18, 22, 28, 29 Dec: 2, 6, 18, 21
 Total No. of visits 74

Dates of Examination of principal parts—Cylinders 26-8-40 Slides 25-7-40 Covers 26-8-40
 Pistons 26-9-40 Piston Rods 26-9-40 Connecting rods 19-8-40
 Crank shaft Thrust shaft 20-9-40 Intermediate shafts 2-9-40
 Tube shaft — Screw shaft 5-9-40 Propeller 5-9-40
 Stern tube 10-10-40 Engine and boiler seatings 10-10-40 Engines holding down bolts 28-11-40
 Completion of fitting sea connections 10-10-40
 Completion of pumping arrangements 18-12-40 Boilers fixed 28-11-40 Engines tried under steam 21-12-40
 Main boiler safety valves adjusted 18-12-40 Thickness of adjusting washers P 9/16" P 7/16" S 7/16" P 1/2" DB 7/16" P 1/2"
 Crank shaft material S.M. steel Identification Mark 9076 ATB Thrust shaft material S.M. steel Identification Mark 9076 ATB
 Intermediate shafts, material S.M. steel Identification Marks 9076 LEO Tube shaft, material — Identification Mark —
 Screw shaft, material S.M. steel Identification Mark 9076 ATB Steam Pipes, material steel Test pressure 630 lb. Date of Test Oct. 1940
 Is an installation fitted for burning oil fuel No 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 Yes If so, state name of vessel "CUSTODIAH" GLS.RPT 48174

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under special survey in accordance with the Rules and approved plans, and the materials and workmanship are good. It has been satisfactorily installed in the vessel, tested under working conditions and, in my opinion, is eligible to be classed in the Register Book with record + LMC 12,40 and notation CL

Sub
 30/12/40

The amount of Entry Fee ... £ 6 : - :
 Special ... £ 101 : 4 :
 Donkey Boiler Fee ... £ 8 : 6 :
 Travelling Expenses (if any) £ : :
 When applied for, 31 DEC 1940
 When received, 10-1-1941

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 31 DEC 1940
 Assigned -1- Lmc 12,40