

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 5.6.28 When handed in at Local Office 24.6.28 Port of Greenock
 No. in Survey held at Greenock Date, First Survey 23rd November 1924 Last Survey 26th June 1928
 Reg. Book. on the S/S "Temple Pier" (Number of Voids 43) Tons Gross 4312 Net
 Built at Glasgow By whom built W. Hamilton & Co. Yard No. 403 When built 1928
 Engines made at Greenock By whom made J. & T. McCandless Engine No. 646 when made 1928
 Boilers made at Airth By whom made ditto Boiler No. 646 when made 1928
 Registered Horse Power Owners Temple & Co. (Hamilton & Co.) Port belonging to London
 Nom. Horse Power as per Rule 426 436 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 Revs. per minute 65
 Dia. of Cylinders 25"-42"-70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 13.107 as fitted 13 3/4" Crank pin dia. 13 3/4" Crank webs Mid. length breadth shrunk Thickness parallel to axis 8 5/8" Mid. length thickness 6 1/16" Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule 13.06 as fitted 13 1/8" Thrust shaft, diameter at collars as per Rule 13.107 as fitted 13 3/4"
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 14.5 as fitted 14 3/4" Is the screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 41 as fitted 3 1/4" Thickness between bushes as per Rule 46 as fitted 5/8" 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
 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
 Length of Bearing in Stern Bush next to and supporting propeller 59
 Propeller, dia. 14.6" Pitch 14.9" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 100 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 24" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 24" Can one be overhauled while the other is at work Yes
 Feed Pumps No. and size 2 (8" x 6" x 8") (5" x 3" x 6") Pumps connected to the Main Bilge Line No. and size 1 (9" x 13" x 10") How driven Steam
 Ballast Pumps, No. and size 9" x 13" x 10" 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 3 23 1/4" Triple Bell 1 2 1/2" In Holds, &c. 901. 2 23 1/4" 902. 2 23 1/4" 903. 2 3" 904. 2 23 1/4"

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 5" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 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 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 None How are they protected
 What pipes pass through the deep tanks None 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 Platforms

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4335
 Is Forced Draft fitted No No. and Description of Boilers 3 Single ended 2SB Working Pressure 200
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?
 PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Donkey Boilers
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— 2 Connecting Rod for 2nd lots, 1 sets ditto for bottom end 2 Main Bearing bolts, one set of Coupling bolts one set of Feed & Bilge Pump Bolts, a quantity of assorted bolts & nuts, 1 set of various sizes

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

J. G. Caird
 DIRECTOR

Manufacturer.



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Lloyd's Register
 Foundation

003808-003815-0094

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(1928) Nov. 23-30 Dec. 5-20 (1928) Jan. 19-24 Feb. 4-10-16-21 Mar. 5-8-12-14-22-30 April 2-4-5-9-10-19-24-26-24 May 4-8-10-14
During progress of work in shops - - 18-21-23-25-28-29-30 June 1-4-11-12-14-15-26
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 43
Dates of Examination of principal parts—Cylinders 14. 5. 28 Slides 19. 4. 28 Covers 14. 5. 28
Pistons 25. 5. 28 Piston Rods 25. 5. 28 Connecting rods 24. 4. 28
Crank shaft 22. 3. 28 Thrust shaft 29. 5. 28 Intermediate shafts 28. 5. 28
Tube shaft ✓ Screw shaft 21. 5. 28 Propeller 21 - 5. 28
Stern tube 25- 5- 28 Engine and boiler seatings 25- 5- 28 Engines holding down bolts 12- 6 - 28
Completion of fitting sea connections 25. 5. 28
Completion of pumping arrangements 26. 6. 28 Boilers fixed 12- 6 - 28 Engines tried under steam 26. 6- 28
Main boiler safety valves adjusted 15. 6. 28 Thickness of adjusting washers P 11 32 S 5 16 P 11 32 S 5 16 P 5 16 S 3 8
Crank shaft material S Identification Mark LR 646 WGM Thrust shaft material S Identification Mark LR 124 WGM
Intermediate shafts, material S Identification Marks LR 1514, 163, 148 } Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material S Identification Mark LR 964 WGM Steam Pipes, material Iron Test pressure 600 ✓ Date of Test 11-6-28
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 carrying and burning oil fuel been complied with ✓
Is this machinery duplicate of a previous case yes If so, state name of vessel S/S Temple Lane 4th 12/4/18910

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 are now securely fitted on board, tried under steam & found satisfactory.
The Machinery is eligible in my opinion for the record of
✠ L M C 6-28

It is submitted that
this vessel is eligible for
THE RECORD. + L M C 6-28 C.L.

9/7/28. J.R.R.

The amount of Entry Fee ... £ 5 : - :
Special ... £ 90 : 8 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 26th JUNE 1928.
When received, 27th JUNE 1928.

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

Committee's Minute GLASGOW 3 - JUL 1928
Assigned + L.M.C. 6.28