

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

25 SEP 1929

Date of writing Report 19 When handed in at Local Office 21. 9. 1929 Port of **GLASGOW**

No. in Survey held at **Bowling** Date, First Survey **14. 3. 29** Last Survey **14. 9. 1929**
 Reg. Book. on the **S.S. "YEW-CROFT"** (Number of Visits 10)

Built at **Bowling** By whom built **Scott & Sons** Yard No. **314** Tons { Gross **826.60**
 Engines made at **Calchester** By whom made **Davy Paxman & Co. L^d** Engine No. **13751** when made **1929**
 Boilers made at **Glasgow** By whom made **David Rowan & Co. L^d** Boiler No. **360** when made **1929**
 Registered Horse Power **90** Owners **John Stewart & Co.** Port belonging to **Glasgow**
 Nom. Horse Power as per Rule **114** Is Refrigerating Machinery fitted for cargo purposes ☒ Is Electric Light fitted ☒
 Trade for which Vessel is intended **Coasting**

ENGINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke No. of Cylinders Revs. per minute **189**
 Crank shaft, dia. of journals as per Rule Length of Stroke No. of Cranks
 as fitted Crank pin dia. Mid. length breadth Thickness parallel to axis
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as fitted
 as fitted Tube Shafts, diameter as per Rule Screw Shaft, diameter as fitted **8 7/8"** Is the tube screw shaft fitted with a continuous liner ☒
 as fitted Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted **1/2"** Is the after end of the liner made watertight in the propeller boss ☒
 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 ☒
 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 ☒
 Length of Bearing in Stern Bush next to and supporting propeller **3'-4"**
 Propeller, dia. **10'-3"** Pitch **11'-0"** No. of Blades **4** Material **Cast Iron** whether Moveable ☒ Total Developed Surface **39** sq. feet
 Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Feed Pumps { No. and size **One 6" x 4 1/2" x 6"** Pumps connected to the { No. and size **One 7" x 7" x 8"**
 How driven **Steam** Main Bilge Line How driven **Steam**
 Ballast Pumps, No. and size **One 7" x 7" x 8"** Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler
 Bilge Pumps;—In Engine and Boiler Room **after engine room bilge 2 1/2" Special Bilge 3" Strokehold Bilge Port 2 1/2" Star 2 1/2"**
 In Holds, &c. **Port Bilge 3" Starboard Bilge 3"**

Main Water Circulating Pump Direct Bilge Suctions, No. and size **One 3 1/2"** Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **One 3"**
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes. ☒
 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 **above**
 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 **Wing Suctions from Hold** How are they protected **Under Beiling**
 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 (S))

Total Heating Surface of Boilers **2102 square feet**
 Is Forced Draft fitted **No** No. and Description of Boilers **One Single Ended** Working Pressure **180 lbs. sq. in.**
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? ☒
 IS A DONKEY BOILER FITTED? **No** If so, is a report now forwarded? ☒

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

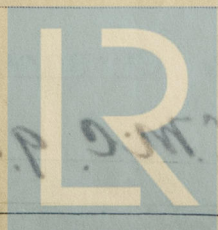
Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

2 Top End Balbs
2 Bottom — do —
2 Main Bearing Balbs
1 Set Coupling Balbs
1 Set Feed Pump Valves
1 Set Bilge — do —
1 Set Piston Rings
a quantity of assorted balbs & nuts
Iron of various sizes

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

003816-003823-0199

During progress of work in shops - - -

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits 10

1929 Mar 14 28 June 10 Aug 9 12 20 27 Sep 4 10 14

Dates of Examination of principal parts—Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft 28-3-29 Intermediate shafts

Tube shaft Screw shaft 28-3-29 Propeller 20-8-29

Stern tube 20-8-29 Engine and boiler seatings 20-8-29 Engines holding down bolts 4-9-29

Completion of fitting sea connections 9-8-29

Completion of pumping arrangements 10-9-29 Boilers fixed 4-9-29 Engines tried under steam 14-9-29

Main boiler safety valves adjusted 10-9-29 Thickness of adjusting washers Port 1/4" Starboard 1/4" LLOYDS 152 J.H. 28-3-29

Crank shaft material Identification Mark Thrust shaft material Steel Identification Mark

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Steel Identification Mark J.H. 28-3-29 Steam Pipes, material Copper Test pressure 360 lb. Date of Test 3-9-29

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 No If so, have the requirements of the Rules 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. The Engines have now been opened out and examined, found in good order, and free from deterioration.

The Engines and Boilers have been properly fitted on board, and tried under full working conditions.

This machinery is eligible, in my opinion, to have the Record in the Register Book of L.M.C. 9-29

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 9.29 CL.

(Date of build 1929.)

J. L. Manser 26/9/29

The amount of Entry Fee ... £ 3 : - : When applied for, 28 SEP 1929

Special ... £ 10 : 10 : When received, 28 9 29

Donkey Boiler Fee ... £ : : Travelling Expenses (if any) £ : :

J. L. Manser Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 24 SEP 1929

Assigned + L.M.C. 9.29



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