

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

25 SEP 1929

Date of writing Report 19 21 When handed in at Local Office 21 9 19 29 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 When built 1929
 Engines made at Calchester By whom made Davy Paxman & Co. L^d Engine No. 13751 when made 1920
 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 2 Revs. per minute 189
 Crank shaft, dia. of journals as per Rule Crank pin dia. _____ No. of Cranks _____
 Intermediate Shafts, diameter _____ Thrust shaft, diameter at collars _____
 Tube Shafts, diameter _____ Screw Shaft, diameter 8 7/8" Is the tube shaft fitted with a continuous liner
 Bronze Liners, thickness in way of bushes _____ Thickness between bushes 1/2" Is the after end of the liner made watertight in the propeller boss
 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 _____ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room after engine room bilge 2 1/2" Special Bilge 3" Stokhold 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 stokhold 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 ceiling
 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

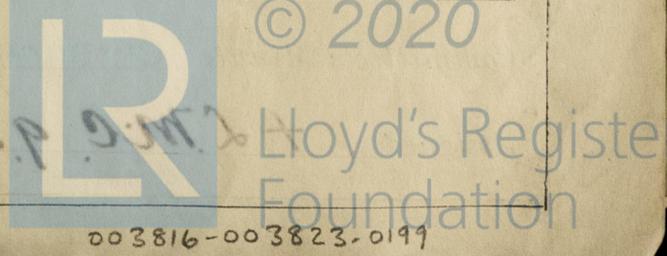
MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 2102 square feet
 Is Forced Draft fitted No. and Description of Boilers One Single Ended Working Pressure 180 lbs. sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED?
 IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting _____ Main Boilers _____ Auxiliary Boilers _____ Donkey Boilers _____
 Superheaters _____ General Pumping Arrangements _____ Oil fuel Burning Piping Arrangements _____

SPARE GEAR. State the articles supplied:—
2 Top End Bolts
2 Bottom — do —
2 main Bearing Bolts
1 Set Coupling Bolts
1 Set Feed Pump Valves
1 Set Bilge — do —
1 Set Piston Rings
a quantity of assorted bolts & nuts
Iron of various sizes

The foregoing is a correct description,

Manufacturer.



200PH

During progress of work in shops - - -

Dates of Survey while building - - -

1929 Mar 25 28 June 10 Aug 9 12 20 27 Sep 4 10 14

Total No. of visits 10

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"

Crank shaft material Identification Mark Thrust shaft material Steel Identification Mark J.H. 28-3-29

Intermediate shafts, material Identification Marks LLOYDS 154 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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The Surveyors are requested not to write on or below the space for Committee's Minute.

23-9-29