

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office
 Date of writing Report 26-11-37 When handed in at Local Office 27. 11. 37 Port of Glasgow
 No. in Survey held at Glydebank Date, First Survey 20. 3. 37 Last Survey 25-11-1937
 Reg. Book on the S.S. "Himbleton" (Number of Visits 26) Tons { Gross Net
 Built at Burntisland S. B. Co. Ltd Yard No. 219 When built 1927-8
 Engines made at Glydebank By whom made Aitchison Blair & Co. Engine No. 211 When made 1927-8
 Boilers made at Glasgow By whom made Barclay Curle & Co. Boiler No. S.B. 37/1 When made 1927-8
 Registered Horse Power 198 Owners Wandsworth & District Gas Co. Port belonging to
 Nom. Horse Power as per Rule 198 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended Coasting

ENGINES, &c. — Description of Engines Triple expansion Revs. per minute
 Dia. of Cylinders 16 1/4" 28" 47" Length of Stroke 33" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 24-2-37 Crank pin dia. 9 3/8" Crank webs 17 3/4" Thickness parallel to axis 5 3/4"
 Intermediate Shafts, diameter as per Rule 24-2-37 Thrust shaft, diameter at collars as per Rule 24-2-37 Thickness around eye-hole 4"
 Tube Shafts, diameter as per Rule 24-2-37 Screw Shaft, diameter as per Rule 10/8" Is the { tube } shaft fitted with a continuous liner { Yes }
 Bronze Liners, thickness in way of bushes as per Rule 11/16" Thickness between bushes as per Rule 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 One length
 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 One liner Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes
 Propeller, dia. 12' 9" Pitch 12' 8" No. of Blades 4 Material Bronze whether Moveable Solid Total Developed Surface 51 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 17" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 17" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size } Pumps connected to the { No. and size }
 { How driven } Main Bilge Line { How driven }
 Ballast Pumps, No. and size Lubricating Oil Pumps, including Space 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
 In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 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
 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 8.) Total Heating Surface of Boilers 3000 sq. ft.
 Is Forced Draft fitted Yes No. and Description of Boilers 1 - Multitubular Working Pressure 200
 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)
 Superheaters General Pumping Arrangements Yes Sent Letter 16.11.37 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 1 - C.C. propeller solid 4 bladed.

The foregoing is a correct description,

FOR AND ON BEHALF OF

AITCHISON, BLAIR, LIMITED.

Arch Blair

DIRECTOR

Manufacturer.

003944-004002-0216

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Lloyd's Register
Foundation

1937 Mar.: 20 Apr.: 28 June: 16 22 July: 1 13 28 Aug.: 4 17 20 26 31 Sep.: 8 16 20 28
During progress of work in shops - - Oct.: 5 13 18 27 Nov.: 2 8 9 16 23 25
Dates of Survey while building - -
During erection on board vessel - - -
Total No. of visits 26

Dates of Examination of principal parts—Cylinders 1-7-37 di Slides 2-11-37 di Covers 13-7-37 di
Pistons 13-7-37 di Piston Rods 5-10-37 di Connecting rods 5-10-37 di
Crank shaft 7-8-37 di (Sheffield). Thrust shaft 13-10-37 di Intermediate shafts 16-11-37 di
Tube shaft ✓ Screw shaft 2-11-37 di Propeller Spars 2-11-37 di
Stern tube 13-10-37 di. 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 217.

Thrust shaft material 8.

Identification Mark 788

Intermediate shafts, material ✓

Identification Marks ✓

Tube shaft, material ✓

Identification Mark ✓

Screw shaft, material 8.

Identification Mark 774.

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. The machinery of this vessel 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 machinery has been dispatched to the Burntisland S. B. Co. Ltd. for fitting on board.

27/11/37

The amount of Entry Fee ... £ 3 : 0 : 0 When applied for,
Special ... £ 19 : 16 : 0 30 NOV 1937
Donkey Boiler Fee ... £ 9 : 18 : 0
Travelling Expenses (if any) £ : : 8-12-1937

James Cairns,
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 30 NOV 1937

Assigned

Deferred.

TUE 18 JAN 1938

See Lth. J.E. 19488

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