

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

19 FEB 1930

Received at London Office

Date of writing Report 19 When handed in at Local Office 15. 2. 1930 Port of **GLASGOW**

No. in Survey held at **Bowling** Date, First Survey 25. 5. 29 Last Survey **8th February 1930**
 Reg. Book. on the **S.S. "YEW PARK"** (Number of Visits 20)

Built at **Bowling** By whom built **Scott & Sons** Yard No. **309** Tons { Gross 827
 Engines made at **Bolchester** By whom made **Davy Prosser & Co. Ld.** Engine No. **13752** when made **1920**
 Boilers made at **Glasgow** By whom made **David Rowan & Co. Ld.** Boiler No. **372** when made **1929**
 Registered Horse Power **90** Owners **John Stewart & Co.** Port belonging to **Glasgow**
 Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes ☒ Is Electric Light fitted ☒
 Trade for which Vessel is intended **Coasting**

ENGINES, &c.—Description of Engines

Revs. per minute

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks

Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis
 Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 9 7/8 Is the tube screw shaft fitted with a continuous liner ☒ Yes
 Bronze Liners, thickness in way of bushes as per Rule as fitted 5/8 Thickness between bushes as per Rule as fitted 1/2 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 ☒ Yes
 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 ☒ Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft ☒ Yes
 Length of Bearing in Stern Bush next to and supporting propeller 3'-4" ☒ Yes
 Propeller, dia. 10'-3" Pitch 11'-0" No. of Blades 4 Material **Cast Iron** whether Moveable ☒ No Total Developed Surface 39 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2 Stroke 14 Can one be overhauled while the other is at work ☒ Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/2 Stroke 14 Can one be overhauled while the other is at work ☒ Yes
 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 ☒ Yes 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" Stokehold 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 ☒ 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 ☒ Yes
 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 **Wing Suctions from Hold** How are they protected **under ceiling**
 What pipes pass through the deep tanks Have they been tested as per Rule ☒ Yes
 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 ☒ Yes

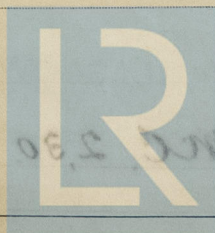
MAIN BOILERS, &c.—(Letter for record **S**) Total Heating Surface of Boilers **2102 square feet**
 Is Forced Draft fitted ☒ No No. and Description of Boilers **One Single Ended** Working Pressure **180 lb sq"**
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? ☒ Yes
 IS A DONKEY BOILER FITTED? ☒ No If so,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



© 2020

Lloyd's Register
Foundation

004055-004061-0328

Dates of Survey while building
During progress of work in shops - - -
During erection on board vessel - - -
Total No. of visits

Dates of Examination of principal parts—Cylinders
Pistons
Crank shaft
Tube shaft
Stern tube
Completion of fitting sea connections
Completion of pumping arrangements
Main boiler safety valves adjusted
Crank shaft material
Intermediate shafts, material
Screw shaft, material
Is an installation fitted for burning oil fuel
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
Is this machinery duplicate of a previous case

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 boiler 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. 2-30
While proceeding on trials, the propeller shaft heated up. The vessel returned to Bowling, placed on Slip, and propeller shaft drawn for Examination. The shaft was found in good condition. The stern tube Neck Bush was eased.

The amount of Entry Fee ... £ 3 : -
Special ... £ 10 : 10
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ :

Committee's Minute GLASGOW 18 FEB 1930
Assigned + L.M.C. 2,30

Engineer Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register Foundation