

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office JAN 16 1941

Date of writing Report 19 When handed in at Local Office 13:1:19 Port of GLASGOW

No. in Survey held at GLASGOW Date, First Survey 18<sup>th</sup> Jan 1940 Last Survey 4<sup>th</sup> Jan 1941  
Reg. Book. 89809 on the S/S "REMBRANDT" (Number of Visits 6)

Gross Tons 5559  
Net Tons 3306

Built at PT GLASGOW By whom built LITHGOWS' LTD. Yard No. 937 When built 1941

Engines made at GLASGOW By whom made DAVID ROWAN & CO. LD. Engine No. 1061 when made 1941

Boilers made at -DO- By whom made -DO- Boiler No. 1061 when made 1941

Registered Horse Power — Owners BOLTON STM. SHIPPS CO. LD. Port belonging to LONDON

Nom. Horse Power as per Rule 516 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

Trade for which Vessel is intended —

ENGINES, &c.—Description of Engines TRIPLE EXPANSION Revs. per minute 70

Dia. of Cylinders 25 1/2" - 41" - 72" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 14.36" as fitted 14 1/2" Crank pin dia. 14 3/4" Crank webs Mid. length breadth 23" Thickness parallel to axis 9 1/4"  
Mid. length thickness 9 1/4" Thickness around eye-hole 8 5/8"

Intermediate Shafts, diameter as per Rule 13.67" as fitted 13 3/4" Thrust shaft, diameter at collars as per Rule 14.36" as fitted 14 1/2"

Tube Shafts, diameter as per Rule — as fitted — Screw Shaft, diameter as per Rule 15.17" as fitted 15 1/4" Is the tube shaft fitted with a continuous liner YES

Bronze Liners, thickness in way of bushes as per Rule .76" as fitted 13/16" Thickness between bushes as per Rule .57" as fitted 3/4" 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 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 — Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft NO If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 5'-1"

Propeller, dia. 18'-0" Pitch 17'-3" No. of Blades 4 Material Cast Iron whether Moveable NO Total Developed Surface 112 sq. feet

Feed Pumps worked from the Main Engines, No. NONE Diameter — Stroke — Can one be overhauled while the other is at work —

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 34" Can one be overhauled while the other is at work YES

Feed Pumps { No. and size 2 @ 8" x 10 1/2" x 22" Pumps connected to the { No. and size BALLAST PUMP  
How driven STEAM Main Bilge Line How driven STEAM

Ballast Pumps, No. and size 109" x 12" x 12" DUPLEX 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 @ 3"

In Holds, &c. Nos 1, 2, 3, 4 & 5 Holds 2 @ 3" DRY TANK 1 @ 2 1/2" TUNNEL WELL 1 @ 2 1/2"  
FORD. END OF TUNNEL 1 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 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 BOTH

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 — 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 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 UPPER DK.

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 7161 sq. ft.

Is Forced Draft fitted YES No. and Description of Boilers 3 SINGLE-ENDED Working Pressure 220 LBS.

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 —  
(If not state date of approval)

Superheaters YES General Pumping Arrangements YES Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:— LIST ATTACHED.

The foregoing is a correct description,

For David Rowan & Co. Ltd.  
Arch<sup>l</sup> W. Grierson

Manufacturer.



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Lloyd's Register  
Foundation

004450-004458-0187



1940 Jan: 18 May: 8.30 June: 5.6.12.13.17.20.22.28 July: 11.16.17.18.22.25.30.31 Aug: 7.14.16.20  
During progress of work in shops -- 22.23.27 Sep: 2.3.9.11.13.16.18.19.20.25.26.27 Oct: 1.3.4.7.10.11.14.15.16.17.18.21.22.24.28  
Dates of Survey while building During erection on board vessel --- 29 Nov: 4.5.8.15.18.19.20.21.22.28 Dec: 6 (1941) Jan: 3.4  
Total No. of visits 67

Dates of Examination of principal parts—Cylinders 20-8-40 Slides 25-7-40 Covers 20-8-40  
Pistons 19-9-40 Piston Rods 19-9-40 Connecting rods 19-9-40  
Crank shaft 23-8-40 Thrust shaft 9-9-40 Intermediate shafts 2-9-40  
Tube shaft — Screw shaft 14-8-40 Propeller 14-8-40  
Stern tube 31-7-40 Engine and boiler seatings 28-8-40 (GRK.) Engines holding down bolts 28-11-40  
Completion of fitting sea connections 28-8-40 (GRK.)  
Completion of pumping arrangements 4-1-41 Boilers fixed 28-11-40 Engines tried under steam 4-1-41  
Main boiler safety valves adjusted 6-12-40 Thickness of adjusting washers P & C 7/16" P & S 3/8" P & S 1/4" C 1/4"  
Crank shaft material S.M. Steel Identification Mark 9478 ATB Thrust shaft material S.M. Steel Identification Mark 9478 ATB  
Intermediate shafts, material S.M. Steel Identification Marks 9478 ATB Tube shaft, material — Identification Mark —  
Screw shaft, material S.M. Steel Identification Mark 9478 ATB Steam Pipes, material Steel Test pressure 660 lb. Date of Test Oct. 1940  
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 YES If so, state name of vessel "RIBERA" GLS. RPT 62293

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under special survey in accordance with the Rules and approved plans, and the materials and workmanship are good. It has been satisfactorily installed in the vessel, tried under working conditions and, in my opinion, is eligible to be classed in the Register Book with record + LMC 1, 41 and notation CL

Rob  
14/1/41

The amount of Entry Fee ... £ 6 : - : When applied for, 14 JAN 1941  
Special ... £ 100 : 16 :  
Donkey Boiler Fee ... £ : : When received, 19  
Travelling Expenses (if any) £ : :

Committee's Minute GLASGOW 14 JAN 1941 JAH  
Assigned - LMC 1.41 J.R.

Engineer Surveyor to Lloyd's Register of Shipping.