

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: 1941 Port of **GLASGOW**

No. in Survey held at **GLASGOW**
Reg. Book.

Date, First Survey 18th Jan 1940 Last Survey 4th Jan 1941

89809 on the s/s **"REMBRANDT"**

(Number of Visits 6)

Tons Gross 5559
Net 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"**

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 screw 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** 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**

Can one be overhauled while the other is at work **—**

Bilge Pumps worked from the Main Engines, No. **2**

Can one be overhauled while the other is at work **YES**

Feed Pumps No. and size **2 @ 8" x 10 1/2" x 22"**
How driven **STEAM**

Pumps connected to the Main Bilge Line No. and size **BALLAST PUMP**
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 **—**

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. W. Grierson

Manufacturer.



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Lloyd's Register Foundation

001450-004458-0187

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

J. Brown
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 14 JAN 1941 JAH
 Assigned 1/2 LMC 1.41 J.R.



GLASGOW

The Surveyors are requested not to write on or below the space for Committee's Minute.

Certificate to be sent to