

Rpt. 17.

See Tom Report No 52435
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R. M. C. No 52775

No. 55340 A

REPORT ON REFRIGERATING MACHINERY AND APPLIANCES.

(Received at London Office)

30 JAN 1935

Date of writing Report 26-1-35 When handed in at Local Office 26-1-35 Port of Glasgow
No. in Reg. Book. Survey held at Glasgow Date: First Survey 25th Sept '34 Last Survey 18-1-1935
90765 (No. of Visits 46)

on the Refrigerating Machinery and Appliances of the T.S.M.V. "PORT WYNDHAM" Tons { Gross 8580
Net 5233.

Vessel built at Glynedbank By whom built J. Brown & Co. Ltd. Yard No. 541 When built 1935

Owners Commonwealth & Dominion Line Ltd. Port belonging to London Voyage

Refrigerating Machinery made by J. E. Hall Ltd. Machine No. When made 1934

Insulation fitted by Mercury Insulation Co. When fitted 1935 System of Refrigeration CO₂ brine

Method of cooling Cargo Chambers Brine & air Insulating Material used Cork

Number of Cargo Chambers insulated 5 holds, 6 turn decks Total refrigerated cargo capacity 431288 cubic feet.

DESCRIPTION OF REFRIGERATING MACHINERY. Where placed

Refrigerating Units, No. of Single, double, or triple Cubic feet of air delivered per hour

Total refrigeration or ice-melting capacity in tons per 24 hours Are all the units connected to all the refrigerated chambers

Compressors, driven direct or through ^{single}/_{double} } reduction gearing. Compressors, single or double acting No. of cylinders

Diameter of cylinders Diameter of piston rod Length of stroke No. of strokes per minute

Motive Power supplied from

Steam Engines, high pressure, compound, or triple expansion, surface condensing. No. of cylinders Diameter

Length of stroke Working pressure Diameter of crank shaft journals and pins

Breadth and thickness of crank webs No. of sections in crank shaft Revolutions of engines per minute

Oil Engines, type 2 or 4 stroke cycle Single or double acting B.H.P.

No. of cylinders Diameter Length of stroke Span of bearings as per Rule

Maximum pressure in cylinders Diameter of crank shaft journals and pins

Breadth and thickness of crank webs No. of sections in crank shaft Revolutions of engine per minute

Electric Motors, type No. of Rated Kilowatts

Volts at revolutions per minute. Diameter of motor shafts at bearings

Reduction Gearing, maximum shaft horse power at 1st pinion Revolutions per minute at full power at 1st pinion

2nd pinion 1st reduction wheel main shaft Pitch circle diameter, 1st pinion 2nd pinion

1st reduction wheel Main wheel Width of face, 1st reduction wheel Main wheel

Distance between centres of pinion and wheel faces and the centre of the adjacent bearings, 1st pinion 2nd pinion

1st reduction wheel Main wheel Flexible pinion shafts, diameter 1st 2nd

Pinion shafts, diameter at bearings, External, 1st 2nd Internal, 1st 2nd

Diameter at bottom of teeth of pinion, 1st 2nd Wheel shafts, diameter at bearings, 1st

Main Diameter at wheel shroud, 1st Main

Gas Condensers, No. of Cast iron or steel casings Cylindrical or rectangular

No. of coils in each Material of coils Can each coil be readily shut off or disconnected

Water Circulating Pumps, No. and size of how worked Gas Separators, No. of

Gas Evaporators, No. of Cast iron or steel casings Pressure or gravity type

No. of coils in each casing Material of coils Can each coil be readily shut off or disconnected

Direct Expansion or Brine Cooled Batteries, No. of Are there two separate systems, so that one may be in use while the other is being

cleared of snow No. of coils in each battery Material of coils Can each coil be readily shut off or

disconnected Total cooling surface of battery coils Is a watertight tray fitted under each battery

Air Circulating Fans, Total No. of each of cubic feet capacity, at revolutions per minute

Steam or electrically driven Where spare fans are supplied are these fitted in position ready for coupling up

Brine Circulating Pumps, No. and size of, including the additional pump how worked

Brine Cooling System, closed or open Are the pipes and tanks galvanised on the inside

No. of brine sections in each chamber

Can each section be readily shut off or disconnected Are the control valves situated in an easily accessible position

TO BE DELETED.

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Sounding Pipes, No. and position in each chamber situated below the load water line *one to each bilge & by thermometer tubes*

Diameter *2 1/2"* Are all sounding pipes in way of insulated chambers fitted in accordance with Section 3, Clause 11

Are all wood linings tongued and grooved *Yes* Are cement facings reinforced with expanded steel lattice *none*

How is the expanded metal secured in place *none*

How are the cork slabs secured to the steel structure of the vessel *Cork slabs only in ships provision chambers.*

Air Trunkways in Chambers, inside dimensions, main *varying dimensions* and branch

Are they permanently fixed or collapsible, or portable *Screwed* State position in chambers *sides & overhead & ends.*

different in the various compartments

Where air trunkways pass through watertight bulkheads, are they fitted with watertight doors *no trunks thro' W.T. Bulkheads* Are the door frames efficiently insulated

Are insulated plugs supplied for the doorways Where are the doors worked from

Cooling Pipes in Chambers, diameter *1 1/2"* Are they galvanised externally *Yes*

How are they arranged in the chambers *sides, ends & overhead - different in the various compartments.*

Thawing Off, what provision is made for removing the snow from the cooling pipes in the chambers *Steam brine heater*

The foregoing is a correct description of the Insulation and Appliances.

James F. Brown
FOR THE MERSEY INSULATION CO.

By *TS*

Plans. Are approved Plans or Specifications forwarded herewith for the Refrigerating Machinery and Insulation *Spe*

Is the Refrigerating Machinery and Appliances duplicate of a previous case *No* If so, state name of vessel

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery has been built under survey. The materials & workmanship are good. It has been fitted aboard in a satisfactory manner and found satisfactory under test.

In our opinion the vessel is eligible for record + R.M.C. 1.35.

26/1/35

PARTICULARS TO BE ENTERED IN REGISTER BOOK.

REFRIGERATING MACHINES.					System of (1) Refrigerating (2) Insulating the Chambers.	POWER.		INSULATED CARGO CHAMBERS.	
No. of Units.	No. of Compressors.	System.	Makers.	Date of Construction.		Cubic feet of air delivered per hour.	Ice melting capacity per 24 hours. Tons.	No.	Capacity Cubic
								<i>21</i>	<i>437288</i>

Fee *£42-0-0* (See London Report) Fee applied for, *19*
Travelling Expenses £ : : Received by me, *19*

Committee's Minute *GLASGOW 29 NOV 1935*

Assigned *+ Lloyd's RMC 1.35*

CERTIFICATE WRITTEN
31.1.35

Jas. Cairns, Sec. Webster.
Surveyor to Lloyd's Register



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