

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

26 JAN 1927

Writing Report

19

When handed in at Local Office

24-1-27 10

Port of

Glasgow.

Survey held at

Glasgow.

Date, First Survey

19<sup>th</sup> Apr 1926

Last Survey

JAN 13<sup>th</sup> 1927.

Book.

on the s/s HOMEWOOD

at Norkington

By whom built

R. Williamson &amp; Son Ltd.

Yard No.

240.

Tons { Gross

Net

When built

as made at

Coatbridge

By whom made

Wm Beardmore &amp; Co Ltd

Engine No.

629

when made

1926.

as made at

Glasgow.

By whom made

L. Rowan &amp; Co Ltd

Boiler No.

341

when made

1926

rated Horse Power

Owners

Jas. Constantine & Co Ship Limt<sup>d</sup>

Port belonging to

Middlesbrough.

Horse Power as per Rule

112

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

No

for which Vessel is intended

Coasting

NES, &amp;c.—Description of Engines

Direct-acting, Inverted, triple expansion

Revs. per minute

44

f Cylinders

14-24-40

Length of Stroke

27

No. of Cylinders

Three

No. of Cranks

Three

shaft, dia. of journals

as per Rule

7.72

Crank pin dia.

8"

Crank webs

Mid. length breadth

Mid. length thickness

shrunk

Thickness parallel to axis

Thickness around eye-hole

3 1/16"

mediate Shafts, diameter

as per Rule

as fitted

7.35"

Thrust shaft, diameter at collars

as per Rule

as fitted

8"

Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

8.31"

Is the

{ screw }

shaft fitted with a continuous liner

yes

e Liners, thickness in way of bushes

as per Rule

as fitted

5/8"

Thickness between bushes

as per Rule

as fitted

5/8"

Is the after end of the liner made watertight in the

er 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

inner 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

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

the tube shaft

no

Length of Bearing in Stern Bush next to and supporting propeller

3' 0"

Pumps worked from the Main Engines, No.

2

Diameter

2 3/4"

Stroke

15"

Can one be overhauled while the other is at work

yes

Pumps worked from the Main Engines, No.

2

Diameter

2 3/4"

Stroke

15"

Can one be overhauled while the other is at work

yes

No. and size

Two - 5 x 3 1/2 x 6"

Pumps connected to the

No. and size

Main Bilge Line

How driven

Ballast

How driven

Steam

Lubricating Oil Pumps, including Spare Pump, No. and size

No. and size

One - 6 x 8 x 8"

How driven

Ballast

Water Circulating Pump Direct Bilge Suctions, No. and size

One - 3 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

size

One - 3"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

yes

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 they fitted with Valves or Cocks

Both

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

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

pipes are carried through the bunkers

HOLD &amp; TANK SUCTIONS &amp; F.P. SUCTION

How are they protected

Under timbers

pipes pass through the deep tanks

yes

Have they been tested as per Rule

yes

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

yes

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

ment to another

yes

Is the Shaft Tunnel watertight

yes

Is it fitted with a watertight door

yes

worked from

V BOILERS, &amp;c.—(Letter for record

4)

Total Heating Surface of Boilers

1960 sq. ft.

ced Draft fitted

No

No. and Description of Boilers

One S.E. Cylindrical

Working Pressure

MB 200 LBS/sq. in.

REPORT ON MAIN BOILERS NOW FORWARDED?

yes

in stokehold

If so, is a report now forwarded?

no

Gls. 45935

DONKEY BOILER FITTED?

yes

in stokehold

If so, is a report now forwarded?

no

Gls. 45846

NS. Are approved plans forwarded herewith for Shafting

Main Boilers

yes

Auxiliary Boilers

yes

Donkey Boilers

yes

aters

yes

General Pumping Arrangements

yes

Oil fuel Burning Piping Arrangements

yes

RE GEAR.

State the articles supplied:—

all as per Rule Requirement

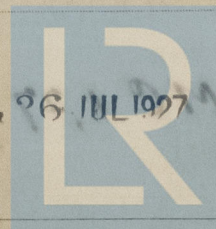
The foregoing is a correct description,

WILLIAM BEARDMORE &amp; CO. LIMITED

Manufacturer.

J. Thomson

TUES. 26 JUL 1927



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Lloyd's Register Foundation

004769-004777-0184



1926 Apr 19-23-28-30 May 14 June 2-24-28 July 14 Aug 10-19-26 Sep 3-14 Oct 5 Nov 11-29  
During progress of work in shops - - 2-3-7-8-16 1927 Jan 6-7-12-13  
Dates of Survey while building  
During erection on board vessel - - -  
Total No. of visits 26

Dates of Examination of principal parts—Cylinders June 24/26 Slides July 14/26 Covers Aug 10  
Pistons 3-9-26 Piston Rods 3-9-26 Connecting rods 3-9-26  
Crank shaft 2-6-26 Thrust shaft 3-9-26 Intermediate shafts ✓  
Tube shaft ✓ Screw shaft 14-9-26 Propeller 16-12-26  
Stern tube 14-9-26 Engine and boiler seatings 29-11-26 Engines holding down bolts 8-12-26  
Completion of pumping arrangements 7-1-27 Boilers fixed 29-11-26 Engines tried under steam 7-1-27  
Main boiler safety valves adjusted 12-1-27 Thickness of adjusting washers 7/16 both - (DB = 1/4 Bø/H)  
Crank shaft material Steel Identification Mark LLOYDS 1466 AC 2-6-26 Thrust shaft material Steel Identification Mark LLOYDS 1466 AC 14-9-26  
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark  
Screw shaft, material Steel Identification Mark LLOYDS 1466 AC 14-9-26 Steam Pipes, material Steel Test pressure 600 lb. Date of Test 7-1-27  
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 carrying and burning oil fuel been complied with ✓  
Is this machinery duplicate of a previous case ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.) These engines & boiler have been built under Special Survey in accordance with the requirements of the Society's Rules. The materials and workmanship are good. The engines and boilers have been properly fitted on board, tried under steam and are eligible in my opinion to be classed + LMC 1-27 in the Register Book.

It is submitted that this vessel is eligible for THE RECORD + LMC 1-27 CL.

J. L. Sutherland  
27/1/27  
Engineer Surveyor to Lloyd's Register of Ships

The amount of Entry Fee £ 3 : 0 : 0  
Special 1/2th ... £ 16 : 16 : 0  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 22 JAN 1927  
When received, 9-3-27

Committee's Minute GLASGOW 25 JAN 1927  
Assigned + LMC 1-27 subject to classification of hull.  
FRI. 17 AUG 1927  
TUES. 1 FEB 1927  
FRI. 4 FEB 1927  
TUES. 15 MAR 1927  
FRI. 11 FEB 1927  
TUES. 17 MAY 1927  
TUES. 26  
TUES. 6  
WED. 3  
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