

REPORT ON REFRIGERATING MACHINERY AND APPLIANCES.

(Received at London Office)

-5 FEB 1936

Date of writing Report 10 When handed in at Local Office 3. 2. 36 Port of GLASGOW
 No. in Reg. Book. Survey held at GLASGOW Date: First Survey 7th Nov 1935 Last Survey 29th Jan 1936
 38108 (No. of Visits 12)

on the Refrigerating Machinery and Appliances of the FORT AMHERST Tons { Gross 3489
 Net 1946

Vessel built at GLASGOW By whom built BLYTHSWOOD S.B. & CO LONDON Yard No. 39 When built 1936-1

Owners FURNESS RED CROSS LINE Port belonging to LONDON Voyage CANADA

Refrigerating Machinery made by Machine No. When made

Insulation fitted by MERSEY INSULATION CO When fitted 1936-1 System of Refrigeration

Method of cooling Cargo Chambers BRINE GRIDS Insulating Material used GRANULATED CORK

Number of Cargo Chambers insulated 3 Total refrigerated cargo capacity 13,000 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 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

NOTE.—THE WORDS WHICH DO NOT APPEAR

See London Report



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Sounding Pipes, No. and position in each chamber situated below the load water line *none*

Diameter 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 *✓*

How are the cork slabs secured to the steel structure of the vessel *✓*

Air Trunkways in Chambers, inside dimensions, main *none* and branch

Are they permanently fixed or collapsible, or portable *✓* State position in chambers *✓*

Where air trunkways pass through watertight bulkheads, are they fitted with watertight doors *none* 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" internal* Are they galvanised externally *no. painted*

How are they arranged in the chambers *under deck, ships side & bulkheads*

Thawing Off, what provision is made for removing the snow from the cooling pipes in the chambers
no provision is made for brine heating.

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

BLYTHWOOD SHIPBUILDING CO. LTD.
John W. Stewart Builders.
 Secretary

Plans. Are approved Plans or Specifications forwarded herewith for the Refrigerating Machinery and Insulation *yes*
 (If not, state date of approval)

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 *Complete*

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

*The workmanship and materials are good.
 The refrigerating machinery and appliances and the insulation have been satisfactorily fitted in the vessel, tried under working conditions and found good.
 The installation in our opinion renders the vessel eligible for the notation
 + LLOYD'S R.M.C. 1,36.*

The approved plan of insulation is forwarded herewith.

*It is submitted that this vessel is eligible for THE RECORD. + Lloyd's R.M.C. 1-36.
 RA 57/2/36*

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 ft.
					<i>Granulated cork</i>			<i>3</i>	<i>13000</i>

Length 54
 Fee *£ 6 : 0 : 0* { Fee applied for, 28-1-1936
 Travelling Expenses *£ : :* { Received by me, 31-1-1936
late fee £ 1 : 1 : 0 pd 6-3-36
 Committee's Minute **GLASGOW 4-FEB 1936**

J. C. Davis, H. Newman
 Surveyor to Lloyd's Register.

Assigned *+ Lloyd's R.M.C. 1,36*

DETFIFICATE WRITTEN.
 6.2.36 *RB*



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