

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

10 SEP 1930

Date of writing Report

19

When handed in at Local Office

8. 9. 1930 Port of

No. in Survey held at
Reg. Book.

Date, First Survey

6. 1. 30

Last Survey

2. Sept

1930.

(Number of Visits 43)

on the

Built at

By whom built

Glasgow

Yard No.

When built

Engines made at

By whom made

Engine No.

when made

Boilers made at

By whom made

Boiler No.

when made

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Triple Expansion - Jet Condensing

Revs. per minute 110.

Dia. of Cylinders

Length of Stroke

No. of Cylinders

No. of Cranks

Crank shaft, dia. of journals

Crank pin dia.

Crank webs

Mid. length breadth

Thrust shaft, diameter at collars

Intermediate Shafts, diameter

Tube Shafts, diameter

Screw Shaft, diameter

Bronze Liners, thickness in way of bushes

Thickness between bushes

Is the after end of the liner made watertight in the

propeller boss

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

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

Propeller, dia.

Pitch

No. of Blades

Material

Whether Moveable

Total Developed Surface

Feed Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Feed Pumps

No. and size

Pumps connected to the

No. and size

How driven

How driven

Main Bilge Line

How driven

Ballast Pumps, No. and size

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

In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

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

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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Are the Blow Off Cocks fitted with a spigot and brass covering plate

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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

MAIN BOILERS, &c.—(Letter for record)

Total Heating Surface of Boilers

Is Forced Draft fitted

No. and Description of Boilers

Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS.

Are approved plans forwarded herewith for Shafting

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

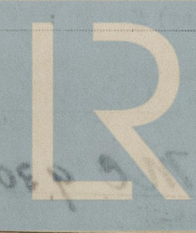
SPARE GEAR. State the articles supplied:—

In accordance with Rules and additional

The foregoing is a correct description,

M. Kier-Baxter & Co.
R. Anderson

Manufacturer.



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Lloyd's Register
Foundation

1930 Jan 6. 10. 18. 20. 28 Feb 4. 12. 19 Mar 4. 10. 20. 28 Apr 3. 11. 17. 24. 28. 29 May
During progress of work in shops - 2. 6. 9. 14. 16. 17. 20. 23. 27. 28. 30 June 3. 23 July 1. 8. 11. 14. 16. 23. 28. 29. 31 Aug 26. 29
Dates of Survey while building - During erection on board vessel - - -
Total No. of visits 4 3

Dates of Examination of principal parts - Cylinders 17. 4. 30. Slides 9. 5. 30. Covers 24. 4. 30.
Pistons 9. 5. 30. Piston Rods 2. 5. 30. Connecting rods 7. 4. 30.
Crank shaft 14. 2. 30 (FR) Thrust shaft 2. 5. 30. Intermediate shafts 20. 5. 30.
Tube shaft 20. 5. 30. Screw shaft 20. 5. 30. Propeller 20. 5. 30.
Stern tube 20. 5. 30. Engine and boiler seatings 16. 5. 30. Engines holding down bolts 23. 6. 30.
Completion of fitting sea connections 24. 6. 30.
Completion of pumping arrangements 8. 7. 30. Boilers fixed 1. 7. 30. Engines tried under steam 29. 8. 30.
Main boiler safety valves adjusted 1. 7. 30. Thickness of adjusting washers 29. 8. 30.
Crank shaft material 14. Sept steel Identification Mark 605. JH. Thrust shaft material 14. Sept steel Identification Mark 3403. RUF
Intermediate shafts, material do. Identification Marks 3382 RUF Tube shaft, material do. Identification Mark
Screw shaft, material do. Identification Mark 3319 RUF Steam Pipes, material 60ppn (50) Test pressure 370 lbs Date of Test 26. 6. 30.
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 No. If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)
The Machinery of this vessel has been built under special survey and in accordance with the Rules. The materials and workmanship are good. The Machinery has been placed on board and efficiently secured in position and afterwards tried under working conditions with satisfactory results.

The requirements for "Dangers in Ice" have been complied with. A temporary Surface condensing plant has been fitted on board for the passage across to Canada and will be removed before going on service. An additional air pump (Monotype) has been fitted for fit condensing purposes.

The Machinery of this vessel is eligible, in my opinion to be classed in the Register Book with rotation of + 4 rev. 9. 30. Subject to the float tanks seating of Monotype air pump being made permanent.

The seating of the cast iron float tanks for Monotype air pump has been temporarily secured with bolts. Arrangements were made for the seating to be permanently secured but the vessel left for Quebec without this being done. The Montreal Surveyor has been advised.

11 is submitted that this vessel is eligible for THE RECORD.

The amount of Entry Fee ... £ 4 : - : When applied for, 8-9-1930
Special Successors ... £ 38 : 6 : :
Donkey Boiler Fee ... £ 1 : 12 : :
Travelling Expenses (if any) £ : : : When received, 18.9.30

Committee's Minute GLASGOW 9-SEP1930 FRI. 7
Assigned + L.M.C. 9.30. subject to
CERTIFICATE WRITTEN.

