

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 30th July, 1936 When handed in at Local Office 30th July, 1936 Port of GREENOCK.

No. in Survey held at Port Glasgow Date, First Survey 1st June, 1936 Last Survey 16th June, 1936
 Reg. Book. S. S. "TREWELLARD" (Number of Visits 2)

Built at Port Glasgow By whom built Lithgows Ltd. Yard No. 883 Tons Gross 5201
Glasgow By whom made D. Rowan & Co. Engine No. 1936 Net 3076
Do. By whom made do. Boiler No. 1936 When built 1936-7.
 Registered Horse Power Le Hain Steamship Co. Ltd. Port belonging to London
 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

Dia. of Cylinders Length of Stroke No. of Cylinders Revs. per minute
 No. of Cranks
 Crank shaft, dia. of journals as per Rule Crank pin dia. Mid. length breadth shrunk Thickness parallel to axis
 as fitted Crank webs Mid. length thickness Thickness around eye-hole

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner
 as fitted

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 as fitted 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 If so, state type Length of Bearing in Stern Bush, next to and supporting propeller

Propeller, dia. Pitch No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface sq. feet

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 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 Pump Room In Holds, &c.

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

No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bones

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-bones, 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 worked from

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?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.



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During progress of work in shops - - -
 Dates of Survey while building (1936) June 1. 16.
 During erection on board vessel - - - 2.
 Total No. of visits -

Dates of Examination of principal parts—Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft Intermediate shafts
 Tube shaft Screw shaft Propeller
 Stern tube Engine and boiler seatings 1-6-36 Engines holding down bolts
 Completion of fitting sea connections 16-6-36
 Completion of pumping arrangements Boilers fixed Engines tried under steam
 Main boiler safety valves adjusted Thickness of adjusting washers
 Crank shaft material Identification Mark Thrust shaft material Identification Mark
 Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
 Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test
 Is an installation fitted for burning oil fuel 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 If so, have the requirements of the Rules been complied with
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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. Fitting of stern bush, tail
 shaft, propeller, sea connections + fastenings examined & found
 satisfactory. The vessel is proceeding to Glasgow & have
 Machinery fitted.

The amount of Entry Fee ... £ : : When applied for,
 Special ... £ : : 19
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 19

Committee's Minute GLASGOW 4- AUG 1936

Assigned See Gls. Rpt. No. 57316

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



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