

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 1 MAY 1929

Date of writing Report 20-4-1929 When handed in at Local Office 22-4-1929 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 11-9-28 Last Survey 19-4-1929
 Reg. Book. on the new steel S/S "CHAUCER". (Number of Visits 76) Tons } Gross 592
 } Net
 Built at Port Glasgow By whom built Robert Duncan & Co Ltd Yard No. 389 When built 1929
 Engines made at Glasgow By whom made David Rowan & Co Ltd Engine No. 892 when made 1929
 Boilers made at Glasgow By whom made David Rowan & Co Ltd Boiler No. 892 when made 1929
 Registered Horse Power - Owners Shakespearean Shipping Co Ltd Port belonging to London
 Nom. Horse Power as per Rule 557 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended General cargo - Eastern trade

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 78
 Dia. of Cylinders 27-45-74 Length of Stroke 51 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 14 1/4" Crank pin dia. 14 3/4" Crank webs Mid. length breadth 2 1/2" Thickness parallel to axis 9"
 Intermediate Shafts, diameter as per Rule 13-48" Thrust shaft, diameter at collars as per Rule 14-16"
 Tube Shafts, diameter as fitted 13 1/2" Screw Shaft, diameter as per Rule 15" Is the tube shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule 13/16" Thickness between bushes as per Rule 3/4" Is the after end of the liner made watertight in the propeller boss yes
 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 yes
 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 no
 Length of Bearing in Stern Bush next to and supporting propeller 5-2"
 Propeller, dia. 18-3" Pitch 18-3" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 120 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 34" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 34" Can one be overhauled while the other is at work yes
 Feed Pumps No. and size 2 @ 9 1/2" x 7-21" Pumps connected to the Main Bilge Line (No. and size Ballast pump)
 How driven stem How driven steam
 Ballast Pumps, No. and size 1 @ 9" x 10" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size none
 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 3 @ 2 3/4" Dry tanks 1 @ 2"
 In Holds, &c. N-1 hold - 2 @ 3" N-2 hold - 2 @ 3" N-3 hold - 2 @ 2 3/4" N-4 hold - 2 @ 3" N-5 hold - 1 @ 3"
 Tunnel well - 1 @ 2 1/4"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 4 3/4"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes
 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 yes
 Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks both
 Are they 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 both
 Are they 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
 What Pipes pass through the bunkers forward hold suction How are they protected under limber boards
 What pipes pass through the deep tanks no deep tank 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 yes
 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 yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from Bridge deck

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 8334 Working Pressure 180
 Is Forced Draft fitted yes No. and Description of Boilers 3SB
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? -
 PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers - Donkey Boilers -
 Superheaters - General Pumping Arrangements with shipperon Oil fuel Burning Piping Arrangements -

SPARE GEAR. State the articles supplied:— In accordance with the Rules, and in addition, one cast iron propeller, one main feed pump ram, one air pump rod, one set of air pump valves, one impeller shaft for circulating pump.

The foregoing is a correct description,

For David Rowan & Co. Ltd
Arch^l W. Grierson

Manufacturer.



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Lloyd's Register Foundation

W15-0078

101 P+1

1928 Sep 11-12-29 Oct 3-5-8-9-10-11-12-14-17-18-19-22-23-29-30 Nov 1-5-6-7-8-9-12-14-15-16-19-20-21-22-23-26
 During progress of work in shops - - -
 During erection on board vessel - - -

"RECUAHC" Ltd

Total No. of visits **76**

Dates of Examination of principal parts—Cylinders **22-11-28** Slides **23-1-29** Covers **16-11-28**
 Pistons **15-1-29** Piston Rods **22-1-29** Connecting rods **5-10-28**
 Crank shaft **3-12-28** Thrust shaft **28-1-29** Intermediate shafts **19-11-28**
 Tube shaft **✓** Screw shaft **6-3-29** Propeller **26-2-29**
 Stern tube **27-2-29** Engine and boiler seatings **25-3-29** Engines holding down bolts **8-4-29**
 Completion of fitting sea connections **See**
 Completion of pumping arrangements **9-4-29** Boilers fixed **3-4-29** Engines tried under steam **19-4-29**
 Main boiler safety valves adjusted **11-4-29** Thickness of adjusting washers **See**
 Crank shaft material **I. Steel** Identification Mark **LLOYDS No 892 L.C.D. 3-12-28** Thrust shaft material **I. Steel** Identification Mark **LLOYDS No 725 L.C.D. 28-1-29**
 Intermediate shafts, material **I. Steel** Identification Marks **LLOYDS No 892 L.C.D. 3-12-28** Tube shaft, material **✓** Identification Mark **✓**
 Screw shaft, material **I. Steel** Identification Mark **LLOYDS No 85493 L.C.D. 6-3-29** Steam Pipes, material **S.S. Steel** Test pressure **540** Date of Test **4-4-29**
 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 **✓** 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 materials and workmanship are good.
The machinery has been constructed under special survey in accordance with the Rules satisfactorily fitted in the vessel, tried under steam and found good. It is eligible in my opinion for classification and the Record + L.M.C. 4.29

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 4.29 C.L.F.D.

Glasgow
 22/4/29
 J. 2.5.29
 180
 85493
 081
 29.4.29
 2.5.29

The amount of Entry Fee ... £ **6** : : When applied for, **29.4.29**
 Special ... £ **102** : **17** : :
 Donkey Boiler Fee ... £ : : :
 Travelling Expenses (if any) £ : : :
 When received, **2.5.29**

Committee's Minute **GLASGOW 23 APR 1929**
 Assigned **+ L.M.C. 4.29 F.D.**
 S. C. Davis
 Engineer Surveyor to Lloyd's Register of Shipping.



The Storeys are requested not to write on or below the space for Committee's Minute.

CERTIFICATE WRITTEN