

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".
 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 Shakerpear 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 21" Thickness parallel to axis 9"
 as fitted 14 1/4 Mid. length thickness 9" shrunk Thickness around eye-hole 6 3/8"
 Intermediate Shafts, diameter as per Rule 13-48" Thrust shaft, diameter at collars as per Rule 14 1/2"
 as fitted 13 1/2" as fitted 14 1/2"
 Tube Shafts, diameter as per Rule 15 1/8" Is the tube shaft fitted with a continuous liner yes
 as fitted 15 1/8" as fitted 15 1/8"
 Bronze Liners, thickness in way of bushes as per Rule 758" Thickness between bushes as per Rule 56 1/2"
 as fitted 13 1/16" as fitted 3 1/4" 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 x 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 tank — 1 @ 2"
 In Holds, &c. No. 1 hold — 2 @ 3" No. 2 hold — 2 @ 3" No. 3 hold — 2 @ 2 3/4" No. 4 hold — 2 @ 3" No. 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 timber 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 sq. ft.
 Is Forced Draft fitted yes No. and Description of Boilers 3SB Working Pressure 180
 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 —
 (If not state date of approval)
 Superheaters — General Pumping Arrangements with Shakerpear 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
 Archd. W. Grierson

Manufacturer.



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Lloyd's Register
 Foundation

W15-0078

1928 Sep 11-12-23 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 - - -
 Dates of Survey while building - - -
 During erection on board vessel - - -

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 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
 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
 Crank shaft material I. Steel Identification Mark Thrust shaft material I. Steel Identification Mark
 Intermediate shafts, material I. Steel Identification Marks Tube shaft, material Identification Mark
 Screw shaft, material I. Steel Identification Mark Steam Pipes, material 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 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.

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

Committee's Minute GLASGOW 23 APR 1929

Assigned L.M.C. 4.29 F.D.

CERTIFICATE WRITTEN



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