

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 23rd April 1929 When handed in at Local Office 26th April 1929 Port of Greenock
 No. in Survey held at Port Glasgow Date, First Survey and Last Survey 13th March 1929
 Reg. Book. on the SS "CHAUCER" (Number of Visits 1)
 Built at Port Glasgow By whom built R. Duncan & Co. Ltd Yard No. 389 Tons { Gross 5492
 Engines made at Glasgow By whom made D. Rowan & Co. Ltd Engine No. when made 1929
 Boilers made at " By whom made " Boiler No. when made 1929
 Registered Horse Power Owners Shakespeare Shipping Co Ltd Port belonging to London
 Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Foreign

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute ✓
 Dia. of Cylinders ✓ Length of Stroke ✓ No. of Cylinders ✓ No. of Cranks ✓
 Crank shaft, dia. of journals as per Rule ✓ as fitted ✓ Crank pin dia. ✓ Crank webs Mid. length breadth ✓ Mid. length thickness ✓ Thickness parallel to axis ✓ shrunk Thickness around eye-hole ✓
 Intermediate Shafts, diameter as per Rule ✓ as fitted ✓ Thrust shaft, diameter at collars as per Rule ✓ as fitted ✓
 Tube Shafts, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule ✓ as fitted ✓ Is the { tube } shaft fitted with a continuous liner { Yes }
 Bronze Liners, thickness in way of bushes as per Rule ✓ as fitted ✓ Thickness between bushes as per Rule ✓ as fitted ✓ 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 ✓
 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 L. V. bush Length of Bearing in Stern Bush next to and supporting propeller ✓
 Propeller, dia. ✓ Pitch ✓ No. of Blades ✓ Material ✓ whether Moveable ✓ 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 ✓ How driven ✓ } Pumps connected to the Main Bilge Line { No. and size ✓ 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 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 above
 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 ✓ 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? ✓
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:— ✓

The foregoing is a correct description,

Manufacturer.



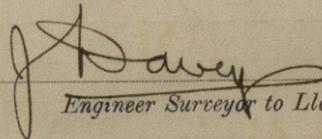
Dates of Survey while building
 { During progress of work in shops - - }
 { During erection on board vessel - - - }
 Total No. of visits

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 13 - 3 - 29 Engines holding down bolts ✓
 Completion of fitting sea connections 13 - 3 - 29
 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 carrying and burning oil fuel 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 propeller, tail shaft, stern tube and sea connections have been satisfactorily fitted on board. The vessel has left for Glasgow, for installation of machinery by Messrs D. Rowan & Co. Ltd. Glasgow Surveyors notified.

WMM
 24/4/29

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


 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW 30 APR 1929**

Assigned See accompanying machy report.

