

REPORT ON MACHINERY

No. 14314.
WED. 26 JUN 1918

Received at London Office

Writing Report 14th June, 1918. When handed in at Local Office 14th June, 1918. Port of Greenock

Survey held at Port Glasgow Date, First Survey 2nd June, 1916. Last Survey 9th June, 1918.
Book. S. S. Camana "CAMANA" (Number of Visits 111.)

on the S. S. Camana "CAMANA" Tons Gross 5561
ter John Fisher Built at Port Glasgow By whom built Dunlop Bremner & Co. Ltd Net 3457
nes made at Port Glasgow By whom made Do When built 1918.
ers made at Glasgow By whom made Dunsmuir & Jackson Ltd when made 1918.
stered Horse Power 552 Owners The Camana St Co. Port belonging to London

Horse Power as per Section 28 552 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes

INES, &c.—Description of Engines Triple Expansion No. of Cylinders 3 No. of Cranks 3
of Cylinders 24 1/2 - 4 1/2 - 40 Length of Stroke 48 Revs. per minute 80 Dia. of Screw shaft 14 1/2 as per rule 14 1/2 Material of Steel
screw shaft fitted with a continuous liner the whole length of the stern tube Yes Is the after end of the liner made water tight
propeller boss Yes If the liner is in more than one length are the joints burned Yes If the liner does not fit tightly at the part
in the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive Yes If two
are fitted, is the shaft lapped or protected between the liners Yes Length of stern bush 5 1/2
of Tunnel shaft 13 1/2 as per rule 13 1/2 Dia. of Crank shaft journals 13 1/2 as per rule 13 1/2 Dia. of Crank pin 14 1/2 Size of Crank webs 21 - 9 1/2 Dia. of thrust shaft under
s 14 1/2 Dia. of screw 14 1/2 Pitch of Screw 16 - 6 No. of Blades 4 State whether moveable Yes Total surface 92 sq
Feed pumps Two Diameter of ditto 8 Stroke 21 Can one be overhauled while the other is at work Yes
Bilge pumps Two Diameter of ditto 4 Stroke 24 Can one be overhauled while the other is at work Yes
Donkey Engines 6 Sizes of Pumps 2 Duple 8 x 10 x 10 REFRIG. 1 SINGLE 8 x 10 x 10 BALLAST 1 SINGLE 8 x 6 x 10 GENERAL 1 SINGLE 6 x 6 x 10 SANITARY No. and size of Suctions connected to both Bilge and Donkey pumps
Engine Room 4, 2 3/4 3 @ 3" IN DRY TANK. 1, 2 1/2" TUNNEL WHEEL In Holds, &c. 2 @ 3 1/2" No 4 HOLD. 2 @ 3 1/2" No 3 HOLD. 2 @ 3 1/2" No 2 HOLD. 2 @ 3 1/2" No 1 HOLD.
Bilge Injections 1 sizes 7 Connected to condenser, or to circulating pump Yes Is a separate Donkey Suction fitted in Engine room & size Yes 3 1/2
the bilge suction pipes fitted with roses Yes Are the roses in Engine room always accessible Yes Are the sluices on Engine room bulkheads always accessible Yes
connections with the sea direct on the skin of the ship Yes Are they Valves or Cocks Both
they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Discharge Pipes above or below the deep water line Above
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
pipes are carried through the bunkers None How are they protected Yes
all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges Yes
Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Upper deck

ERS, &c.—(Letter for record) Manufacturers of Steel See separate report

Heating Surface of Boilers 8535 Is Forced Draft fitted Yes No. and Description of Boilers 3 cyl multi
ing Pressure 200 lbs Tested by hydraulic pressure to 400 lb Date of test 24.1.17 No. of Certificate 13664
each boiler be worked separately Yes Area of fire grate in each boiler 50 sq No. and Description of Safety Valves to
boiler Spring loaded Area of each valve 8.3 Pressure to which they are adjusted 205-77 lbs Are they fitted with easing gear Yes
st distance between boilers or uptakes and bunkers or woodwork 7-6 Mean dia. of boilers Length Material of shell plates
ess Range of tensile strength Are the shell plates welded or flanged Descrip. of riveting: cir. seams
ams Diameter of rivet holes in long. seams Pitch of rivets Lap of plates or width of butt straps
stages of strength of longitudinal joint Working pressure of shell by rules Size of manhole in shell
compensating ring No. and Description of Furnaces in each boiler Material Outside diameter
of plain part Thickness of plates Description of longitudinal joint No. of strengthening rings
ing pressure of furnace by the rules Combustion chamber plates: Material Thickness: Sides Back Top Bottom
f stays to ditto: Sides Back Top If stays are fitted with nuts or riveted heads Working pressure by rules
al of stays Area at smallest part Area supported by each stay Working pressure by rules End plates in steam space
al Thickness Pitch of stays How are stays secured Working pressure by rules Material of stays
at smallest part Area supported by each stay Working pressure by rules Material of Front plates at bottom
ess Material of Lower back plate Thickness Greatest pitch of stays Working pressure of plate by rules
er of tubes Pitch of tubes Material of tube plates Thickness: Front Back Mean pitch of stays
across wide water spaces Working pressures by rules Girders to Chamber tops: Material Depth and
ss of girder at centre Length as per rule Distance apart Number and pitch of stays in each
ing pressure by rules Steam dome: description of joint to shell % of strength of joint
r Thickness of shell plates Material Description of longitudinal joint Diam. of rivet holes
rivets Working pressure of shell by rules Crown plates Thickness How stayed

REHEATER. Type Date of Approval of Plan Tested by Hydraulic Pressure to Lloyd's Register Foundation
Test Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler
r of Safety Valve Pressure to which each is adjusted Is Easing Gear fitted

IS A DONKEY BOILER FITTED? *None fitted* If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:— 2 Top end, 2 Bottom end, 2 Main bearing, 6 Shaft coupling bolts & nuts, 1 set feed & bilge pump valves, a quantity of assorted bolts & nuts, & iron of various sizes, 1 set bottom end brass, 1 ecc strap & pulley complete, 2 C.S. propeller blades, 1 air pump rod & nuts, 3 air pump valves, 1 circulating pump rod & nuts, 4 firing pump valves, 1 rod for Weirs pump, 3 springs for safety valves, 3 Main boiler tubes, 12 Condenser tubes & 20 ferrules, 1 packing ring & springs for HP & IP pistons set

The foregoing is a correct description,
DUNLOP, BREMNER & COY., LIMITED.

Thos Paton

Manufacturer.

(1916) June 2-5-6-8-13-15-20-22-27-29 July 3-9-27 Aug 4-10 Sep 18-28 Oct 5-12 Nov 17 Dec 5-19 (1917) Jan 2-11-22-30 Feb 6-13-20-27-29 Mar 5-12-19-26-30 Apr 2-9-16-23-30 May 7-14-21-28-31 Jun 4-11-18-25-30 Jul 2-9-16-23-30 Aug 6-13-20-27-31 Sep 3-10-17-24-30 Oct 1-8-15-22-29-31 Nov 5-12-19-26-30 Dec 3-10-17-24-31

Dates of Survey while building { During progress of work in shops - - 21. Nov. 1. 5. 7. 8. 9. 13. 20. 22. 27. 28. Dec. 19. 27. (1918) Jan. 8. 10. 16. 17. 22. 23. 28. Feb. 4. 8. 11. 25. 26. Mar. 4. 14. 18. 19. 20. 22. 25. 28. 29. Apr. 5. 10. 15. 19. 22. 25. 30. May 3. 7. 8. 9. 10. 11. 16. 24. 30. Jun. 7. 8. 9. -

During erection on board vessel - - -

Total No. of visits *III.*

Is the approved plan of main boiler forwarded herewith *Yes.*

" " " donkey " " " *Yes.*

Dates of Examination of principal parts—Cylinders *11/1/17* Slides *12/10/16* Covers *11/1/17* Pistons *12/10/16* Rods *22/6/16*

Connecting rods *22/6/16* Crank shaft *5/12/16* Thrust shaft *5/12/16* Tunnel shafts *8/1/17* Screw shaft *19/4/17* Propeller *16/5/17*

Stern tube *12/4/17* Steam pipes tested *18/3/18 9/5/18 28/4/18* Engine and boiler seatings *18/1/18* Engines holding down bolts *11/3/18*

Completion of pumping arrangements *9/6/18* Boilers fixed *10/5/18* Engines tried under steam *9/6/18*

Completion of fitting sea connections *20/5/18* Stern tube *16/10/17* Screw shaft and propeller *20/5/18*

Main boiler safety valves adjusted *10/5/18* Thickness of adjusting washers *P 5/8" 5 3/8" P 5/8" 5 3/8" P 5/8" 5 3/8"*

Material of Crank shaft *W.S.* Identification Mark on Do. *256* Material of Thrust shaft *W.S.* Identification Mark on Do. *256*

Material of Tunnel shafts *W.S.* Identification Marks on Do. *256* Material of Screw shafts *W.S.* Identification Marks on Do. *256*

Material of Steam Pipes *WROT IRON.* Test pressure *700 lbs. sq. in.*

Is an installation fitted for burning oil fuel *No* Is the flash point of the oil to be used over 150°F. *Yes*

Have the requirements of Section 49 of the Rules been complied with *Yes*

Is this machinery duplicate of a previous case *No* If so, state name of vessel *Yes*

General Remarks (State quality of workmanship, opinions as to class, &c. *The engines and boilers of this vessel have been built under special survey and the materials and workmanship are good. On completion they were examined while running full power trials in the Birn and found satisfactory.*

The machinery throughout is now in good and efficient condition and eligible in my opinion to have the record **L.M.C. 6. 18.** *marked in the Society's Register Book.*

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 6. 18. F.D.

SIM *26/6/18.*

The amount of Entry Fee ... £ *3. 0. 0* When applied for, *13th June, 1918.*

Special *(15. 17/18)* ... £ *47 12-0*

Donkey Boiler Fee ... £ *10*

Travelling Expenses (if any) £ *29* June 1918.

Charlotte
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW.** **25 JUN 1918** **TUE. 29 OCT. 1918**

Assigned **+ L.M.C. 6. 18.** **TUE. 6-JAN. 1920**

MACHINERY CERTIFICATE **F.D.**

WRITTEN *26-6-18.*

Greenock.

Certificate (if required) to be sent to

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Foundation