

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

12 SEP 5

Date of writing Report 9/9/1935 When handed in at Local Office 9/9/1935 Port of Leith
 No. in Survey held at Burntisland Date, First Survey 7/6/35 Last Survey 3/9/1935
 Reg. Book. 87010 on the S/S "AURETTA" (Number of Visits 13) Tons { Gross 4563.76
 Net 2765.61
 Built at Burntisland By whom built Burntisland S.B.C. Ltd. Yard No. 186 When built 1935
 Engines made at Glasgow By whom made D. Rowan & Co. Ltd. Engine No. 980 When made 1935
 Boilers made at Glasgow By whom made D. Rowan & Co. Ltd. Boiler No. 980 When made 1935
 Registered Horse Power Owners Calpean Shipping Co. Ltd. Port belonging to Gibraltar
 Nom. Horse Power as per Rule 283 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended See Glasgow Rpt N° 55948

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 Mid. length thickness Thickness parallel to axis
 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 screw fitted with a continuous liner {
 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 If the liner is in more than one length and 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 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 Material whether Movable 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 3 @ 3" In Holds, &c. 2 @ 3" N° 1 hold 2 @ 3½" N° 3 hold
 In Pump Room 2 @ 3" & 2 @ 3½" N° 4 hold 3 @ 2½" N° 5 hold Tunnel well 1 @ 2½"
 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 2 @ 5" 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 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 Bilge suction How are they protected By wood bilge ceiling
 What pipes pass through the deep tanks Have they been tested as per Rule Yes
 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 Top grating

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 (If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

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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Lloyd's Register
Foundation

Dates of Survey while building
 During progress of work in shops - -
 June 7, 13, 18 July 1, 5, 12, 25 August 1, 9, 12, 21, 27 September 3rd
 During erection on board vessel - -
 Total No. of visits 13

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 1/6/35 Engines holding down bolts 12/8/35
 Completion of fitting sea connections 18/6/35
 Completion of pumping arrangements 27/8/35 Boilers fixed 25/7/35 Engines tried under steam 3/9/35
 Main boiler safety valves adjusted 21/8/35 Thickness of adjusting washers MB $P\frac{3}{8}$ $S\frac{3}{8}$ $P\frac{3}{8}$ $S\frac{3}{8}$ Aux. B $P\frac{3}{8}$ $S\frac{3}{8}$
 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 S.D. $\frac{1}{2}$ Test pressure 660 lbs Date of Test 9/8/35
 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 No 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 No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery has been efficiently fitted on board, the materials & workmanship being sound & good.
 On completion, all safety valves were adjusted under steam & the Main & Auxiliary machinery were tried under working conditions & found satisfactory.
 This machinery in my opinion is in safe working condition, & eligible to be classed in the Register Book with the notation of *LMC 9-35 & TS (C) 9-35

The amount of Entry Fee ... £ See Glasgow :
 Special ... £ Rpt No 55948
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ 1 : 16 : 020.9.35

When applied for.

11-9-1935

When received,

Chas R. Rowcliffe

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 24 SEP 1935

Assigned

+ LMC 9.35 2D. C. L
DB 220 lbs



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