

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

24 JUL 1935

Date of writing Report 10 When handed in at Local Office 17.7.35 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 1.3.35 Last Survey 10-7-1935
 Reg. Book. on the new steel S/S AURETTA (Number of Visits 35)
 Built at Burntisland By whom built Burntisland SBCs Ltd Yard No. 186 When built 1935
 Engines made at Glasgow By whom made David Rowan & Co. Ltd Engine No. 980 When made 1935
 Boilers made at Glasgow By whom made David Rowan & Co. Ltd Boiler No. 980 When made 1935
 Registered Horse Power Owners Port belonging to
 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 333

Engines, &c.—Description of Engines Triple expansion
 Dia. of Cylinders 21"-33"-62" Length of Stroke 42" No. of Cylinders 3 Revs. per minute
 Crank shaft, dia. of journals as per Rule 12.128" Crank pin dia. 12 5/8" Crank webs Mid. length breadth 19 1/2" No. of Cranks 3
 as fitted 12 5/8" Mid. length thickness 8" Thickness parallel to axis 8"
 Intermediate Shafts, diameter as per Rule 11.56" Thrust shaft, diameter at collars as per Rule 12.128" as fitted 12 5/8"
 Tube Shafts, diameter as fitted Screw Shaft, diameter as per Rule 13.01" Is the tube screw shaft fitted with a continuous liner yes
 as fitted 14" Is the after end of the liner made watertight in the propeller boss yes
 Bronze Liners, thickness in way of bushes as per Rule 7" Thickness between bushes as per Rule 5.26" 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 — If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 4'-8"
 Propeller, dia. 18'-3" Pitch 18'-6" No. of Blades 4 Material Bronze whether Movable no Total Developed Surface 108 sq. feet
 Feed Pumps worked from the Main Engines, No. none Diameter — Stroke — Can one be overhauled while the other is at work —
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 22" Can one be overhauled while the other is at work yes
 Feed Pumps No. and size one @ 9 1/2" x 7" x 21" Pumps connected to the Main Bilge Line No. and size Ballast pump
 How driven steam How driven steam
 Ballast Pumps, No. and size 2 @ 9" x 10" x 10" 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 Pump 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 Are they fitted with Valves or Cocks
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
 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 (3) Total Heating Surface of Boilers 3300 sq ft
 Is Forced Draft fitted yes No. and Description of Boilers 2 SB Working Pressure 220 lb
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes
 Is the donkey boiler intended to be used for domestic purposes only —
 PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers — Donkey Boilers yes
 (If not state date of approval)
 Superheaters no General Pumping Arrangements no Oil fuel Burning Piping Arrangements —

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes
 State the principal additional spare gear supplied one new shaft and one propeller. one impeller
 shaft for circulating pump.

The foregoing is a correct description,

For David Rowan & Co. Ltd
Archd. H. Grierson

Manufacturer.



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Lloyd's Register
Foundation

W230-0295

1935 Mar: 1 Apr: 4 12 16 17 29 May: 7 13 16 17 20 30 31 June 6 10 11 12 13
 During progress of work in shops - 17 18 19 20 31 34 35 27 July: 3 4 5 9 10
 Dates of Survey while building -
 During erection on board vessel - - -
 Total No. of visits 0832

Dates of Examination of principal parts—Cylinders 17-6-35 Slides 25-6-35 Covers 18-6-35
 Pistons 24-6-35 Piston Rods 24-6-35 Connecting rods 17-5-35
 Crank shaft 11-6-35 Thrust shaft 19-6-35 Intermediate shafts 31-5-35
 Tube shaft — Screw shafts W 13-6-35 S 14-6-35 Propeller 13-6-35
 Stern tube 10-6-35 Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections
 Completion of pumping arrangements Boilers fixed Engines tried under steam
 Main boiler safety valves adjusted Thickness of adjusting washers
 Crank shaft material 1. steel Identification Mark * LLOYDS L.C.D. 11-6-35 Thrust shaft material 1. steel Identification Mark * LLOYDS L.C.D. 19-6-35
 Intermediate shafts, material 1. steel Identification Marks * LLOYDS L.C.D. 31-5-35 Tube shaft, material — Identification Mark —
 Screw shafts material 1. steel Identification Mark * LLOYDS L.C.D. 13-6-35 Steam Pipes, material Test pressure Date of Test
 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
 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.)

* In addition to the above identification marks each shaft is stamped with its original forging number as per forging reports herewith.

The materials and workmanship are good.
 The machinery has been constructed under special survey
 It is being sent to Burntisland to be fitted in the vessel.
 Upon satisfactory completion it will be eligible in my opinion for classification and the Record + LMC (with date).

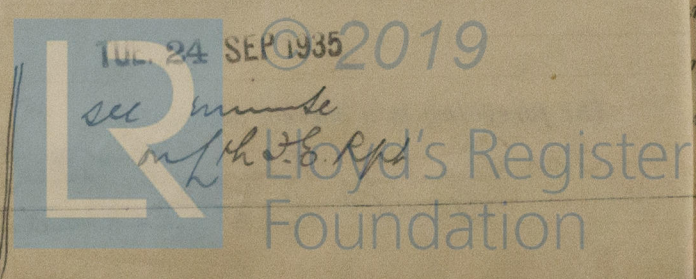
17/7/35.

The amount of Entry Fee ... £ 4 : -
 1/4 fee Special ... £ 54 : -
 1/4 fee Donkey Boiler Fee ... £ 13 : 9
 Travelling Expenses (if any) £ : :
 When applied for, 22 JUL 1935
 When received, 6/9/1935

Committee's Minute GLASGOW 23 JUL 1935

Assigned Deferred.

S. Davis
 Engineer Surveyor to Lloyd's Register of Shipping.



Glasgow.

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