

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

27 MAR 1935

Date of writing Report 4.3 When handed in at Local Office 23rd MARCH 1935 Port of Cremorne
 No. in Survey held at Cremorne Date, First Survey 13th DECEMBER 1934 Last Survey 22nd MARCH 1935
 Reg. Book. on the S/S "VOREDA" (Number of Visits) Gross 426.85 Tons Net 342.49
 Built at Cremorne By whom built Cremorne Dockyard Co. Ltd Yard No. 420 When built 1935
 Engines made at Cremorne By whom made John Kincaid & Co. Ltd Engine No. 642 When made 1935
 Boilers made at ditto By whom made ditto Boiler No. 642 When made 1935
 Registered Horse Power Owners Voreda Steamship Co. Ltd Port belonging to Elizavetpol
 Nom. Horse Power as per Rule 681 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 80
 Dia. of Cylinders 25-43 1/2-74 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 14.28 as per Rule 14.9/4 Crank pin dia. 14.9/4 Crank webs Mid. length breadth shrink Thickness parallel to axis 9 1/4
 Intermediate Shafts, diameter 13.6 as per Rule 14 3/4 Thrust shaft, diameter at collars 14.28 as per Rule 14 3/4 as fitted 14 3/4 Thickness ground eye-hole 6 1/2
 Tube Shafts, diameter 15.1 as per Rule 15 5/8 Is the tube screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes 134 as per Rule 13 1/16 Thickness between bushes 55 as fitted 5 7/8 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yes
 Propeller, dia. 18.0 Pitch 16.0 No. of Blades 4 Material Brass whether Movable No Total Developed Surface 91.8 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4 1/2 Stroke 24 Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/4 Stroke 24 Can one be overhauled while the other is at work Yes
 Feed Pumps No. and size 2 Weirs 9 1/4 x 12 on GS 8 1/4 Pumps connected to the Main Bilge Line No. and size 2 8 1/2 x 9 8 1/2 x 9 How driven Steam
 Ballast Pumps, No. and size 8 1/2 x 9 1/2 Lubricating Oil Pumps, including Spare Pump, No. and size —
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 5 at 3" one 2 1/2" two 2 1/2" in OF Bunker. 2. 2" in Cofferdam
 In Pump Room 2 3" In Holds, &c. 2 2 1/2"
 Tanks 2 - 10 in each

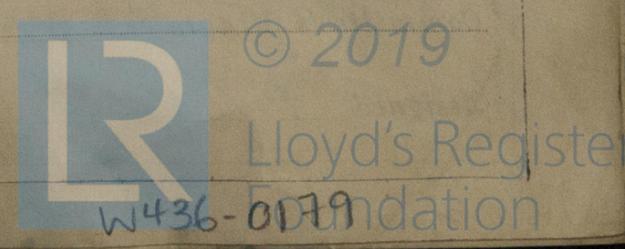
Main Water Circulating Pump Direct Bilge Suctions, No. and size one 11" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one at 5"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bores Yes
 Are the Bilge Suctions in the Machinery Space led from 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 stockhold plates Yes Are the Overboard Discharges above or below the deep water line Below
 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 None How are they protected —
 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 None Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 10596 \square Working Pressure 220
 Is Forced Draft fitted Yes No. and Description of Boilers 3 Single Ended
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? —
 IS A DONKEY BOILER FITTED? No 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 Yes Main Boilers Yes Auxiliary Boilers — Donkey Boilers —
 Superheaters — General Pumping Arrangements Yes 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. Propeller & Propeller Shaft. (LR 3635 WGM)

The foregoing is a correct description,
 For JOHN G. KINCAID & CO. LIMITED.

W. Carter Director. — Manufacturer.



If not, state whether, and when, one was used. Is a Report also sent on the Hull of the Ship? YES. X0922.—The words which do not apply should be deleted. Im. 1.30. T.

(1929) DEC. 13. (1930) JAN. 31. MAR. 18. 24. 26. APR. 2. 4. 25. 29. MAY 5. 9. 13. 15. 22. 24. JUNE 2. 3. 14. 24. 26. JULY 1. 24. 25. 26. AUG. 1. 7. 8. 11. 15. 21. 22. 25. 26. 24. SEPT. 2. 11. 29. NOV. 14. (1931) FEB. 12. 26. MAR. 11. 24. JUNE 12. NOV. 3. 10. (1932) JAN. 28. APR. 25. AUG. 19. OCT. 24. NOV. 22. DEC. 1. (1933) FEB. 28. DEC. 14. (1935) JAN. 21. 23. 24. 25. FEB. 1. 13. 15. 20. 21. 24. MAR. 1. 4. 5. 7. 8. 11. 12. 14. 19. 21. 22.

Dates of Survey while building: During erection on board vessel - - -

Total No. of visits: 49

Dates of Examination of principal parts—Cylinders 23. 7. 30 Slides 21. 7. 30 Covers 23. 7. 30
 Pistons 1. 8. 30 Piston Rods 24. 5. 30 Connecting rods 14. 6. 30
 Crank shaft 1. 7. 30 Thrust shaft 4. 8. 30 Intermediate shafts 23. 1. 35
 Tube shaft ✓ Screw shaft 25. 8. 30 Propeller 22. 8. 30
 Stern tube 21. 8. 30 Engine and boiler seatings 11. 9. 30 Engines holding down bolts 24. 2. 35
 Completion of fitting sea connections 21. 1. 35
 Completion of pumping arrangements 7. 3. 35 Boilers fixed 24. 2. 35 Engines tried under steam 22. 3. 35
 Main boiler safety valves adjusted 19. 3. 35 Thickness of adjusting washers PR 3/8" SR 9/32" PR 7/16" SR 3/8" PR 1/2" SR 7/16"
 Crank shaft material S Identification Mark LP642 WGM. Thrust shaft material S Identification Mark LR3365 WGM
 Intermediate shafts, material S Identification Marks LR56 WGM Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material S Identification Mark LR3676 WGM Steam Pipes, material S Test pressure 660 Date of Test 11-3-35
 Is an installation fitted for burning oil fuel *yes* ✓ Is the flash point of the oil to be used over 150°F. *yes* ✓
 Have the requirements of the Rules for the use of oil as fuel been complied with *yes* ✓
 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. *These engines & boilers have been built under special survey in accordance with the approved plans & the workmanship & material are of good quality, they have now been securely fitted on board, tried under working conditions & found satisfactory. The machinery is in my opinion eligible for the record of L.M.C. 3-35. Notation of Fitted for oil fuel 3-35, FP above 150°F.*

The amount of Entry Fee ... £ 6 : - : When applied for.
 Special ... £ 109 : 1 : 23rd MAR 1935.
 Donkey Boiler Fee ... £ 1 : - :
 Travelling Expenses (if any) £ - : - : 26.3.35
 27/3

W. Gordon-Maclaine
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 26 MAR 1935

Assigned *L.M.C. 3.35 F.O.*
Fitted for oil fuel 3.35.
F.P. above 150°F.



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