

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 17 MAY 1927

Date of writing Report 10 When handed in at Local Office 5.5.1927 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 26.10.26 Last Survey 5-5-1927
 Reg. Book. on the new steel 315 "CALEDON"
 Built at Buntisland By whom built Buntisland S.B.Co Yard No. 140
 Engines made at Glasgow By whom made David Rowan & Co. Ld Engine No. 849
 Boilers made at Glasgow By whom made David Rowan & Co. Ld Boiler No. 849
 Registered Horse Power Owners Howasa Smith Ltd Port belonging to Sydney N.S.W.
 Nom. Horse Power as per Rule 154 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion
 Dia. of Cylinders 16"-26"-43" Length of Stroke 33" No. of Cylinders 3 Revs. per minute 93
 Crank shaft, dia. of journals as per Rule 8.623" as fitted 8.5" Crank pin dia. 8 3/4" No. of Cranks 3
 Intermediate Shafts, diameter as per Rule 8.212" as fitted 8 1/2" Thrust shaft, diameter at collars as per Rule 8.623" as fitted 8 7/8"
 Tube Shafts, diameter as per Rule 9.212" as fitted 9 3/4" Is the screw shaft fitted with a continuous liner yes
 Screw Shaft, diameter as per Rule 9.212" as fitted 9 3/4"
 Bronze Liners, thickness in way of bushes as per Rule 5.77" as fitted 5 7/8" Thickness between bushes as per Rule 5/8" Is the after end of the liner made watertight in the propeller boss yes
 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. Fits tightly whole length.
 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 no
 Length of Bearing in Stern Bush next to and supporting propeller 3-3"
 Propeller, dia. 12-0" Pitch 12-0" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 48 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 18" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 18" Can one be overhauled while the other is at work yes
 Feed Pumps No. and size General donkey 8 5/8" x 9" Pumps connected to the Main Bilge Line No. and size Ballast 8 5/8" x 9" (as below)
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size one at 8 5/8" x 9" duplex 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 @ 2 1/2" Ind. Bilge 3"
 In Holds, &c. N° 2 Hold 2-2 1/2" N° 5 Hold 2-2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 3"
 Are all the Bilge Suction Pipes in holds and tunnel well filled with strum-boxes yes
 Are the Bilge Suctions in the Machinery Space led from easily accessible mid-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 Both
 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 Pipes (Iron) How are they protected Wood Ceiling
 What pipes pass through the deep tanks Have they been tested as per Rule yes
 Are all Pips, 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 2904 sq ft
 Is Forced Draft fitted no No. and Description of Boilers two single ended Working Pressure 180
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers no Donkey Boilers no
 (If not state date of approval)
 Superheaters none General Pumping Arrangements no Oil fuel Burning Piping Arrangements none

SPARE GEAR. State the articles supplied:— All to make requirements also:— 1. Bottom end bush 1 top end. Air Pump Bracket. Valve spindle. Impeller for centrifugal pump. Impeller shaft. 1 set of Rings & Springs. Air Pump Rod. 1 Tail Shaft 1 spare cast iron Propeller
 LLOYDS (P.L.) 1611 A.F. 16.2.27 L.C.D. 13.4.27

The foregoing is a correct description,
 For David Rowan & Co. Ltd
 Archd. W. Grierson,

Manufacturer.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

1926 Oct 26 29 Nov 11 Dec 6 15 16 23 27 (1927) Jan 13 21 26 Feb 1 3 7 9 11 16 18 21 24 Mar 3 4 8 9 10 11 14
 During progress of work in shops - - -
 16 18 22 23 27 28 28 Apr 1 4 6 7 8 14 15 19 20 21 28 29 May 4 5
 Dates of Survey while building - - -
 During erection on board vessel - - -
 1927 April 21, 30. May 11, 12, 17, 26, 30
 June 9, 14, 23, 27
 Total No. of visits 4 8 7 11

Dates of Examination of principal parts—Cylinders 6-12-26. Replaces 1924 27 Slides 26-1-27 Covers 13-1-27
 Pistons 14-3-27 Piston Rods 14-4-27 Connecting rods 21-2-27
 Crank shaft 4-4-27 Thrust shaft 28-3-27 Intermediate shafts none
 Tube shaft none Screw shaft 15-4-27 Propeller 7-4-27
 Stern tube 21-4-27 Engine and boiler seatings 21-4-27 Engines holding down bolts 30-5-27
 Completion of fitting sea connections 30-4-27
 Completion of pumping arrangements 27-6-27 Boilers fixed 26-5-27 Engines tried under steam 27-6-27
 Main boiler safety valves adjusted 9-6-27 Thickness of adjusting washers Part Bk. P.V. 5/16 S.V. 5/16 Stambd. Bk. P.V. 1/32 S.V. 3/8
 Crank shaft material J. steel Identification Mark LLOYD'S NO 1611 L.C.D. 4-4-27 Thrust shaft material J. steel Identification Mark LLOYD'S NO 1611 L.C.D. 28-3-27
 Intermediate shafts, material ✓ Identification Marks LLOYD'S NO 1611 L.C.D. 4-4-27 Tube shaft, material ✓ Identification Mark LLOYD'S NO 1611 L.C.D. 28-3-27
 Screw shaft, material J. steel Identification Mark LLOYD'S NO 1611 L.C.D. 15-4-27 Steam Pipes, material lapid uranium Test pressure 540 lb. Date of Test 24-5-27
 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 no If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

The materials and workmanship are good.
 The machinery has been constructed under special survey in accordance with the Rules and has been sent to Burntisland to be fitted in the vessel. Death Surveyor advised.
 Upon satisfactory completion of fitting, the machinery will be eligible in our opinion for classification and a record of + L.M.C. with date.
 The machinery has now been satisfactorily fitted in the vessel, tried under full working conditions and found satisfactory.
 The machinery is now in a good and safe working condition, which renders the vessel eligible in our opinion to have the notation + L.M.C. 6.27

It is submitted that this vessel is eligible for + L.M.C. 6.27 C.L.

14/7/27
 S.D. Davis
 A.P. Morrison

The amount of Entry Fee ... £ 3 : - :
 Special 4/5 fee ... £ 30 : 16 :
 Donkey Boiler Fee ... £ 7 : 14 :
 Travelling Expenses (if any) £ : :
 When applied for, 6/5/27
 When received, 11-5-27

S.D. Davis
 A.P. Morrison
 Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 19 JUL 1927

Committee's Minute GLASGOW 10 MAY 1927

Assigned Defered for compln



5/5/27 a.g. Glasgow.

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

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