

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 FEB 1934

Date of writing Report 19 31 When handed in at Local Office 31 10³⁴ Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 17 8 33 Last Survey 30 Jan 1934
 Reg. Book James Calderon S.B. & Eng. Co. No. 345. (Number of Visits 140) Tons 140 Gross
 on the James Calderon S.B. & Eng. Co. No. 345. Net
 Built at Glasgow By whom built A. Stephen & Sons Ltd. Yard No. 101 When built 1934
 Engines made at Glasgow By whom made A. Stephen & Sons Ltd. Engine No. 101 When made 1934
 Boilers made at Glasgow By whom made A. Stephen & Sons Ltd. Boiler No. 101 When made 1934
 Registered Horse Power 361 Owners A. Stephen & Sons Ltd. Port belonging to Glasgow
 Nom. Horse Power as per Rule 361 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
 Trade for which Vessel is intended General Cargo

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 95
 Dia. of Cylinders 20 1/2, 36, 59 Length of Stroke 42 No. of Cylinders 3 No. of Cranks 8
 Crank shaft, dia. of journals 11 1/2 as per Rule 11 1/2 Crank pin dia. 12 Crank webs 12 Mid. length breadth 12 Thickness parallel to axis 7 1/2
 as fitted 12 Mid. length thickness 12 Thickness around eye-hole 5 1/2
 Intermediate Shafts, diameter 11 1/2 as per Rule 11 1/2 Thrust shaft, diameter at collars 11 1/2 as per Rule 11 1/2
 as fitted 11 1/2 as fitted 11 1/2 Is the tube shaft fitted with a continuous liner without liners
 Tube Shafts, diameter 11 1/2 as per Rule 11 1/2 Screw Shaft, diameter 12 1/2 as per Rule 12 1/2 as fitted 12 1/2
 as fitted 11 1/2 Is the after end of the liner made watertight in the propeller boss Yes
 Bronze Liners, thickness in way of bushes 1/2 as per Rule 1/2 Thickness between bushes 1/2 as per Rule 1/2
 as fitted 1/2 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
 If so, state type oil gland Length of Bearing in Stern Bush next to and supporting propeller 52 1/2 White Metal
 Propeller, dia. 13 1/2 Pitch 15 1/2 No. of Blades 4 Material Brass whether Moveable No Total Developed Surface 61.5 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4 Stroke 22 Can one be overhauled while the other is at work Yes
 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 2 Pumps connected to the { No. and size 2
 How driven Electric Main Bilge Line { How driven Electric
 Ballast Pumps, No. and size 2 Lubricating Oil Pumps, including Spare Pump, No. and size 2
 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 Yes
 In Pump Room Yes In Holds, &c. Yes

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 **Independent Power Pump Direct Suctions to the Engine Room Bilges,** 2
 No. and size 2 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 Yes
 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 Yes
 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 Water How are they protected By covers
 What pipes pass through the deep tanks Water 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 Engine Room

MAIN BOILERS, &c.—(Letter for record No.) Total Heating Surface of Boilers 6651
 Is Forced Draft fitted No. No. and Description of Boilers 3 S.E. return tube Working Pressure 220 lb.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? No.
IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? No.
 Is the donkey boiler intended to be used for domestic purposes only Yes

PLANS. Are approved plans forwarded herewith for Shafting 7-7-33 Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval)
 Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.
 Has the spare gear required by the Rules been supplied As per list attached
 State the principal additional spare gear supplied As per list attached

The foregoing is a correct description,

ALEXANDER STEPHEN & SONS, LIMITED.

Alex. MacFellous Director

Manufacturer.



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Lloyd's Register Foundation

1933 Aug: 17, 25, 28 Sep: 6, 11, 14, 20 Oct: 5, 9, 12, 18, 24, 30 Nov: 7, 8, 14
 During progress of work in shops - - - 31, 23, 24, 27, 30 Dec: 4, 7, 8, 11, 12, 14, 18, 19, 22, 27, 28. (1934) Jan: 5, 8, 10, 12
 Dates of Survey while building - - - 17, 30
 During erection on board vessel - - -
 Total No. of visits 40

Dates of Examination of principal parts—Cylinders 27.11.33. Slides 22.12.33. Covers 27.11.33.
 Pistons 22.12.33. Piston Rods 14.12.33. Connecting rods 30.11.33.
 Crank shaft 21.11.33. Thrust shaft 17.11.33. Intermediate shafts 11.12.33.
 Tube shaft —. Screw shaft 14.12.33. Propeller —.
 Stern tube 4.12.33. Engine and boiler seatings —. Engines holding down bolts —.

Completion of fitting sea connections —. Boilers fixed —. Engines tried under steam —.
 Completion of pumping arrangements —. Thickness of adjusting washers —.
 Main boiler safety valves adjusted —. Crank shaft material S. 24 high steel Identification Mark 21.11.33 24 Thrust shaft material S. 24 high steel Identification Mark 28.11.33 24
 Intermediate shafts, material do Identification Marks 19.12.33 11.12.33 Tube shaft, material — Identification Mark —
 Screw shaft, material do Identification Mark 11.9.33 Steam Pipes, material Steel Test pressure 66 lb. Date of Test —

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 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.)
 This machinery has been built under Special Survey and in accordance with the Rules. The materials & workmanship are good.
 It has been forwarded to Dundee for fitting out.
 J.S. 5/2/34

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

The amount of Entry Fee ... £ 5 : -	When applied for, 30.1.1934
Special ... £ 31 : 13	
Donkey Boiler Fee ... £ :	When received, 14.4.1934
Travelling Expenses (if any) £ :	

Committee's Minute GLASGOW 6 - FEB 1934

Assigned Deferred.

J. S. [Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.
 FEB. 2 MAR 1934 TUE. 17 APR 1934

