

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-7 NOV 1934

Date of writing Report **30-10-1934** When handed in at Local Office **5-11-1934** Port of **Glasgow**
 No. in Survey held at **Blydebank** Date, First Survey **29-8-34** Last Survey **22-10-1934**
 on the
 Built at **Harizon Lewis** By whom built **Davie S.B. & R. Co. Ltd** Yard No. **510** Tons Gross **1934**
 Engines made at **Blydebank** By whom made **Aitchison Blair & Co.** Engine No. **190** When made **1934**
 Boilers made at **Glasgow** By whom made **D. Rowan & Co. Ltd** Boiler No. **401** When made
 Registered Horse Power Owners Port belonging to
 Net Horse Power as per Rule **98** Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Name for which Vessel is intended

GINES, &c.—Description of Engines **Two, Compound, coupled together** Revs. per minute
 Dia. of Cylinders **12" - 24"** Length of Stroke **18"** No. of Cylinders **4** No. of Cranks **4**
 Crank shaft, dia. of journals **6 1/2"** Crank pin dia. **6 1/2"** Crank webs Mid. length breadth **12 3/8"** Thickness parallel to axis **4 5/16"**
 as fitted **6 1/2"** Mid. length thickness **4 5/16" shrunk** Thickness around eye-hole **2 13/16"**
 Intermediate Shafts, diameter as per Rule **6 1/4"** Thrust shaft, diameter at collars as per Rule **6 1/2"**
 as fitted **6 1/4"** as fitted **6 1/2"**
 Main Shafts, diameter as per Rule **none** Screw Shaft, diameter as per Rule **6 5/8"** Is the screw shaft fitted with a continuous liner **Yes**
 as fitted **none** as fitted **6 5/8"**
 Bronze Liners, thickness in way of bushes as per Rule **9/16"** Thickness between bushes as per Rule **1/2"** Is the after end of the liner made watertight in the propeller boss **Continuous**
 as fitted **9/16"** as fitted **1/2"** If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner **Yes**
 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**
 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**
 If so, state type **Length of Bearing in Stern Bush next to and supporting propeller 27 1/4"**
 Propeller, dia. **6'-5"** Pitch **8'-0"** No. of Blades **4** Material **C.S.** whether Moveable **Yes** Total Developed Surface **14** sq. feet
 Main Engines, No. **None** Diameter Stroke Can one be overhauled while the other is at work
 Auxiliary Engines, No. **None** Diameter Stroke Can one be overhauled while the other is at work
 Pumps connected to the Main Bilge Line (No. and size How driven)
 Lubricating Oil Pumps, including Spare Pump, No. and size
 Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 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-bones
 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
 How are they protected
 Are 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) Total Heating Surface of Boilers **2460 sq. ft.**
 Forced Draft fitted No. and Description of Boilers **2 - heavy type** Working Pressure **120**
 IS A REPORT ON MAIN BOILERS NOW FORWARDED?
 IS A DONKEY BOILER FITTED? If so, is a report now forwarded?
 Are approved plans forwarded herewith for Shafting **Yes** Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Is the spare gear required by the Rules been supplied
 What is the principal additional spare gear supplied

The foregoing is a correct description,

AITCHISON BLAIR LIMITED
Arch Blair

Signature

Manufacturer.



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Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 11

1934 Aug: 29 Sep: 3. 10. 18. 27 Oct: 4. 8. 10. 12. 15. 22

Dates of Examination of principal parts—Cylinders 18-9-34 eli Slides 10-9-34 eli Covers 18-9-34 eli
 Pistons 18-9-34 eli Piston Rods 10-9-34 eli Connecting rods 10-9-34 eli
 Crank shaft 10-9-34 eli Thrust shaft 10-10-34 eli Intermediate shafts 18-9-34 eli
 Tube shaft ✓ Screw shaft 18-9-34 eli Propeller 10-10-34 eli
 Stern tube 18-9-34 eli 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 S Identification Mark 5148 Thrust shaft material S Identification Mark 5148
 Intermediate shafts, material S Identification Marks 5148 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material S Identification Mark 5148 Steam Pipes, material Test pressure 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 engine has been built under special survey in accordance with the approved plan and the Society's Rules and requirements the materials and workmanship are good

The Engine has been shipped to Quebec for fitting on board
 3/11/34

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

The amount of Entry Fee ... £ 2 : - : -	When applied for, 6 - NOV 1934
Special 2/5... £ 9 : 16 : -	
Donkey Boiler Fee ... £ : : -	When received, 5.12.19 34 RD 6/12
Travelling Expenses (if any) £ : : -	

Jas. S. Cairns
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 6 - NOV 1934

Assigned Deputed.

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