

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-7 NOV 1934

Site 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**

Reg. Book. on the

Wuilt at **Harizon Lewis** By whom built **Davis S. B. & R. C. & Co.** Yard No. **510** Tons **Net** When built **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.** Boiler No. **401** When made

Registered Horse Power Owners Port belonging to

Gross Horse Power as per Rule **98** Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Vessel for which Vessel is intended

GINES, &c.—Description of Engines **Two, Compound, coupled together** Revs. per minute

No. of Cylinders **12** Length of Stroke **18"** 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"**

Intermediate Shafts, diameter as per Rule **6 1/4"** Thrust shaft, diameter at collar as per Rule **6 1/2"**

Shafts, diameter as per Rule **6 5/8"** Is the screw shaft fitted with a continuous liner **Yes**

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**

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner **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 **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 **Yes**

Propeller, dia. **6'-5"** Pitch **8'-0"** No. of Blades **4** Material **C.S.** whether Movable **Yes** Total Developed Surface **14** sq. feet

Longitudinal Pumps worked from the Main Engines, No. **None** Diameter Stroke Can one be overhauled while the other is at work

Transverse Pumps worked from the Main Engines, No. **None** Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps No. and size Pumps connected to the Main Bilge Line No. and size How driven

Ballast Pumps, No. and size 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

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

How are they protected

Are the pipes pass through the bunkers

Have they been tested as per Rule

Are the pipes pass through the deep tanks

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

Is it 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?

Is the donkey boiler intended to be used for domestic purposes only

Are approved plans forwarded herewith for Shafting **Yes** Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Is the spare gear required by the Rules been supplied

Is the principal additional spare gear supplied

The foregoing is a correct description,

AITCHISON, BLAIR, LIMITED
Arch Blair

Manufacturer.



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003217-003222-0187

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

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 11

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 8 Identification Mark 5148 Thrust shaft material 8 Identification Mark 5148

Intermediate shafts, material 8 Identification Marks 5148 Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material 8 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 amount of Entry Fee ... £ 2 : - : When applied for, 6 - NOV 1934

Special 5... £ 9 : 16 : When received, 5.12.19 34 RD 6/12

Donkey Boiler Fee ... £ : : Travelling Expenses (if any) £ : :

Committee's Minute GLASGOW 6 - NOV 1934

Assigned Deputed.

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

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