

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

19 FEB 1930

Date of writing Report 19 When handed in at Local Office 15. 2. 1930 Port of **GLASGOW**

No. in Survey held at **Bowling** Date, First Survey 25. 5. 29 Last Survey **8th February 1930**  
 Reg. Book. on the **S.S. "YEW PARK"** (Number of Visits 20)

Built at **Bowling** By whom built **Scott & Sons** Yard No. **309** Tons { Gross 827  
 Net 410  
 When built **1930**

Engines made at **Bolchester** By whom made **Davy Provan & Co. L<sup>d</sup>** Engine No. **13752** when made **1920**

Boilers made at **Glasgow** By whom made **David Rowan & Co. L<sup>d</sup>** Boiler No. **372** when made **1929**

Registered Horse Power **90** Owners **John Stewart & Co.** Port belonging to **Glasgow**

Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes  Is Electric Light fitted

Trade for which Vessel is intended **Coasting**

## ENGINES, &c.—Description of Engines

Revs. per minute

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks

Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis  
 as per Rule as fitted as fitted as fitted as fitted as fitted as fitted

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 9 7/8 Is the tube screw shaft fitted with a continuous liner?  Yes

Bronze Liners, thickness in way of bushes as per Rule as fitted 5/8 Thickness between bushes as per Rule 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 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 shaft?  Yes

Length of Bearing in Stern Bush next to and supporting propeller 3'-4"

Propeller, dia. 10'-3" Pitch 11'-0" No. of Blades 4 Material **Cast Iron** whether Moveable  No Total Developed Surface 39 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2 Stroke 14 Can one be overhauled while the other is at work?  Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/2 Stroke 14 Can one be overhauled while the other is at work?  Yes

Feed Pumps { No. and size **One 6" x 4 1/2" x 6"** Pumps connected to the { No. and size **One 7" x 7" x 8"**  
 How driven **Steam** Main Bilge Line How driven **Steam**

Ballast Pumps, No. and size **One 7" x 7" x 8"** 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 **After Engine Room Bilge 2 1/2" Special Bilge 3" Stokehold Bilge Port 2 1/2" Star 2 1/2"**

In Holds, &c. **Port Bilge 3", Starboard Bilge 3"**

Main Water Circulating Pump Direct Bilge Suctions, No. and size **One 3 1/2"** 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 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? **above**

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? **Wing Suctions from Hold** How are they protected? **under ceiling**

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?  Yes Is it fitted with a watertight door?  Yes worked from  Yes

MAIN BOILERS, &c.— (Letter for record **S.**) Total Heating Surface of Boilers **2102 square feet**

Is Forced Draft fitted?  No No. and Description of Boilers **One Single Ended** Working Pressure **180 lb sq"**

IS A REPORT ON MAIN BOILERS NOW FORWARDED?  Yes

IS A DONKEY BOILER FITTED?  No If so, is a report now forwarded?  Yes

PLANS. Are approved plans forwarded herewith for Shafting  Main Boilers  Auxiliary Boilers  Donkey Boilers

(If not state date of approval)

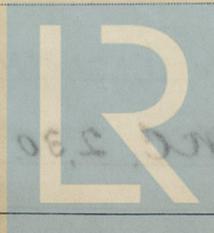
Superheaters  General Pumping Arrangements  Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

- 2 Lap End Bolts
- 2 Bottom — do —
- 2 Main Bearing Bolts
- 1 Set coupling bolts
- 1 Set feed pump valves
- 1 Set bilge — do —
- 1 Set piston rings
- a quantity of assorted bolts & nuts
- Iron of various sizes

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register Foundation

004055-004061-0728

During progress of work in shops - - -  
 Dates of Survey while building  
 During erection on board vessel - - -  
 Total No. of visits

1929 May 25 June 25 Aug 9 20 Oct 1 12 23 Nov 12 14 25 Dec 12 16 (1930) Jan 17 20  
 22 23 30 Feb 5 6 8  
 20  
 Dates of Examination of principal parts—Cylinders Slides Covers  
 Pistons Piston Rods Connecting rods  
 Crank shaft Thrust shaft Intermediate shafts  
 Tube shaft Screw shaft 12-12-29 Propeller 12-12-29  
 Stern tube 12-12-29 Engine and boiler seatings 12-12-29 Engines holding down bolts 20-1-30  
 Completion of fitting sea connections 12-12-29  
 Completion of pumping arrangements 20-1-30 Boilers fixed 17-1-30 Engines tried under steam 8-2-30  
 Main boiler safety valves adjusted 30-1-30 Thickness of adjusting washers Part 5/16" Starboard 5/16"  
 Crank shaft material Identification Mark Thrust shaft material Steel Identification Mark EE 23-10-29  
 Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark  
 Screw shaft, material Steel Identification Mark AEF Steam Pipes, material Copper Test pressure 360 lbs. Date of Test 21-1-30  
 Is an installation fitted for burning oil fuel No 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 No If so, have the requirements of the Rules been complied with  
 Is this machinery duplicate of a previous case If so, state name of vessel

**General Remarks** (State quality of workmanship, opinions as to class, &c. *The engines have now been opened out and examined, found in good order, and free from deterioration.*  
*The engines and boiler have been properly fitted on board and tried under full working conditions.*  
*This machinery is eligible, in my opinion, to have the record in the Register Book of + L.M.C. 2-30*  
*While proceeding on trials, the propeller shaft heated up. The vessel returned to Bowling, placed on slip, and propeller shaft drawn for examination. The shaft was found in good condition. The stern tube Neck Bush was eased.*

It is submitted that  
 THE RECORD. + L.M.C. 2-30 etc.

Date of Build 1930.  
 J. J. 20/2/30

The amount of Entry Fee ... £ 3 : -  
 Special ... £ 10 : 10  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 17 FEB 1930  
 When received, 20/2/30

S. J. Mansou  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 18 FEB 1930  
 Assigned + L.M.C. 2,30  
 CERTIFICATE WRITTEN 19



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