

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

25 JAN 1927

Writing Report 10 When handed in at Local Office 24-1-27 10 Port of Glasgow
 Survey held at Glasgow Date, First Survey 19th Apr 1926 Last Survey JAN 13th 1927
 on the s/s HOMEWOOD (Number of Visits 26)
 at Norkington By whom built R. Williamson Son & Co. Yard No. 240 Tons {Gross / Net} When built
 made at Coatbridge By whom made Wm Beardmore & Co. Ltd Engine No. 629 when made 1926
 made at Glasgow By whom made H. Rowan & Co. Ltd Boiler No. 341 when made 1926
 Horse Power 112 Owners Jos. Constantine & Co. Ship Lim. Port belonging to Middlesbrough
 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No

for which Vessel is intended Coasting

DESCRIPTION OF ENGINES Direct-acting, Inverted, triple expansion Revs. per minute 44
 No. of Cylinders Three No. of Cranks Three
 Length of Stroke 27" Mid. length breadth 4 7/8"
 shaft, dia. of journals 7 1/4" Crank pin dia. 8" Crank webs shrunk Thickness parallel to axis 3 1/16"
 as per Rule 7 1/4" as fitted 7 1/4" Mid. length thickness shrunk Thickness around eye-hole 3 1/16"
 Intermediate Shafts, diameter 7.35" Thrust shaft, diameter at collars 8"
 as per Rule 7.35" as fitted 8"

Shafts, diameter 8.31" Is the { screw } shaft fitted with a continuous liner { yes }
 as per Rule 8.31" as fitted 9"

Liners, thickness in way of bushes 5/8" Thickness between bushes 5/8" Is the after end of the liner made watertight in the
 as per Rule 5/8" as fitted 5/8" yes

Is the after end of the liner made watertight in the yes
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner yes
 Is an approved Oil Gland or other appliance fitted at the after yes

Length of Bearing in Stern Bush next to and supporting propeller 3' 0"
 whether Moveable no Total Developed Surface 48 sq. feet

Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 15" Can one be overhauled while the other is at work yes
 No. and size Two - 5 x 3 1/2 x 6" Pumps connected to the Main Bilge Line { No. and size } Ballast
 How driven steam How driven Ballast

Lubricating Oil Pumps, including Spare Pump, No. and size ✓
 independent means arranged for circulating water through the Oil Cooler ✓
 Suctions, connected to both Main Bilge Pumps and Auxiliary ✓

In Engine and Boiler Room AFT ENG. RM. - FOR ENG. RM. - S' HOLD. For number & sizes See Sls No 5/2/27
 &c. PORT & STARBOARD

Water Circulating Pump Direct Bilge Suctions, No. and size One - 3 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 size One - 3" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes

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
 sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Both

Are the Overboard Discharges above or below the deep water line above
 Are the Blow Off Cocks fitted with a spigot and brass covering plate yes
 How are they protected Under timbers

Have they been tested as per Rule yes
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes

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

BOILERS, &c. - (Letter for record 4) Total Heating Surface of Boilers 1960 sq. ft.
 Forced Draft fitted No No. and Description of Boilers One S.E. Cylindrical, 158" Working Pressure MB 200 LBS/SQ. IN.

REPORT ON MAIN BOILERS NOW FORWARDED? yes No. - Gls. 45935 DB. 100 LBS/SQ. IN.
 DONKEY BOILER FITTED? yes in stokehold If so, is a report now forwarded? no Gls. 45846

Are approved plans forwarded herewith for Shafting Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval)
 General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

GEAR. State the articles supplied: - all as per Rule Requirement

The foregoing is a correct description,

WILLIAM BEARDMORE & CO. LIMITED

Manufacturer.

W. Thomson

TUES. 26 JUL 1927



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Lloyd's Register Foundation

1926 Apr 19-23-28-30 May 14 June 2-24-28 July 14 Aug 10-19-26 Sep 3-14 Oct 5 Nov 11-29
 During progress of work in shops - - 2-3-7-8-16 1927 Jan 6-7-12-13
 Dates of Survey while building {
 During erection on board vessel - - - }
 Total No. of visits 26

Dates of Examination of principal parts—Cylinders June 24/26 Slides July 14/26 Covers Aug 10
 Pistons 3-9-26 Piston Rods 3-9-26 Connecting rods 3-9-26
 Crank shaft 2-6-26 Thrust shaft 3-9-26 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 14-9-26 Propeller 16-12-26
 Stern tube 14-9-26 Engine and boiler seatings 29-11-26 Engines holding down bolts 8-12-26
 Completion of pumping arrangements 7-1-27 Boilers fixed 29-11-26 Engines tried under steam 7-1-27
 Main boiler safety valves adjusted 12-1-27 Thickness of adjusting washers 7/16" both - (DB = 1/4" Bø/H)
 Crank shaft material Steel Identification Mark LLOYDS 1466 A.C. 2-6-26 Thrust shaft material Steel Identification Mark LLOYDS 1466 A.C. 2-6-26
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark
 Screw shaft, material Steel Identification Mark LLOYDS 1466 A.C. 14-9-26 Steam Pipes, material Steel Test pressure 600 lbs Date of Test 7-1-27
 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 carrying and burning oil fuel 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. These engines & boiler have been built under Special Survey in accordance with the requirements of the Society's Rules. The materials and workmanship are good. The engines and boilers have been properly fitted on board, tried under steam and are eligible in my opinion to be classed + LMC 1-27 in the Register Book.

It is submitted that this vessel is eligible for THE RECORD + LMC 1-27 CL

J. W. D. 27/1/27
 H. L. Sutherland
 Engineer Surveyor to Lloyd's Register of Ships

The amount of Entry Fee £ 3 : 0 : 0
 Special 1/3 ... £ 16 : 16 : 0
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 22 JAN 1927
 When received, 9. 3. 1927

Committee's Minute GLASGOW 25 JAN 1927
 Assigned + LMC 1, 27 subject to classification of hull.
 FRI. 17 AUG 1927
 TUES. 1 FEB 1927
 FRI. 4 FEB 1927
 TUES. 15 MAR 1927
 FRI. 11 FEB 1927
 TUES. 26
 TUES. 6
 WED. 3
 Lloyd's Register Foundation
 FRI. 3 AUG 1927
 TUES. 17 MAY 1927

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 15/1/27

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