

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

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Date of writing Report 19 When handed in at Local Office 1. 2. 10 36 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 2. 5. 35 Last Survey 29-1-1936

Reg. Book. on the new steel "FORT AMHERST" (Number of Visits 53)

Built at Glasgow By whom built Duthswood Shipbuilding Co. Ltd. Yard No. 39 Tons { Gross 3489 Net 1946

Engines made at Glasgow By whom made Davis Rowan & Co. Ltd. Engine No. 984 When built 1935

Bailers made at Glasgow By whom made Davis Rowan & Co. Ltd. Boiler No. 984 When made 1935

Registered Horse Power Owners Furness Red Cross Line Port belonging to London

Nom. Horse Power as per Rule 408 456 with compressor Is Refrigerating Machinery fitted for cargo purposes yes Is Electric Light fitted yes

Trade for which Vessel is intended

Engines, &c.—Description of Engines Triple expansion Revs. per minute 113

Dia. of Cylinders 22" 35" 63" Length of Stroke 39" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 12.52" as fitted 12.58" Crank pin dia. 12 5/8" Crank webs Mid. length breadth 25 1/2" Mid. length thickness 8" Thickness parallel to axis 8" Thickness around eye-hole 5 3/8"

Intermediate Shafts, diameter as per Rule 11.924" as fitted 12" Thrust shaft, diameter at collars as per Rule 12.52" as fitted 12 5/8" Michell

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 13.72" as fitted 13 3/4" Is the tube screw shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule .714" as fitted 3/4" Thickness between bushes as per Rule .534" 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 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 4'-7"

Propeller, dia. 13'-9" Pitch 14'-3" No. of Blades 4 Material Bronze whether Movable no Total Developed Surface 70.5 sq. feet

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

Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 21" Can one be overhauled while the other is at work yes

Feed Pumps { No. and size 2 @ 7'-9 1/2" x 21" Centrifugal by exhaust Main Bilge Line { No. and size Ballast pump: Auxiliary Condenser Circulating, Fire & Emergency Bilge Pumps { How driven Steam Steam Electric motor (Submersible)

Ballast Pumps, No. and size 1 @ 8'-10" x 8" Duplex 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 Bilge Pumps;—In Engine and Boiler Room 3 @ 2 1/2"-Eng. room. 2 @ 2 1/2" & 2 @ 2"-Stokehold In Pump Room In Holds, &c. No 1 hold - 2 @ 2 1/2". No 2 hold - 2 @ 2 3/4". No 3 hold - 2 @ 2 3/4"

Tunnel well - 1 @ 2 1/2". 6 offidan above deep oil tanks - 2 @ 2".

Main Water Circulating Pump Direct Bilge Suctions, No. and size one @ 10" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 3 @ 4" 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 both

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 below

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 } cross bunkers How are they protected

What pipes pass through the deep tanks } oil fuel 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 upper decks

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 6100 ft²

Is Forced Draft fitted yes No. and Description of Boilers 2 SB Working Pressure 220 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no

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

If so, is a report now forwarded?

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

(If not state date of approval)

Superheaters no General Pumping Arrangements no Oil fuel Burning Piping Arrangements yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes

State the principal additional spare gear supplied one built cast steel propeller. Circulating pump impeller and spindle. one propeller shaft. one air pump rod.

The foregoing is a correct description,

For David Rowan & Co. Ltd.
Arch. W. Greenow

Manufacturer.



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