

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 5 JUN 1929

Date of writing Report 19 When handed in at Local Office 31.5.19 29 Port of *Glasgow*

No. in Survey held at *Glasgow* Date, First Survey 27.2.29 Last Survey 13.5.1929

Reg. Book. on the

Built at *Leith* By whom built *H. Robt. Ltd.* Yard No. 140 141 Tons Gross Net When built 1929.

Engines made at *Glasgow* By whom made *McKie & Baxter Ltd.* Engine No. 1243 when made 1919.5.

Boilers made at *Glasgow* By whom made *A. Anderson & Son Ltd* Boiler No. 3044 3045 when made 1929

Registered Horse Power Owners Port belonging to

Nom. Horse Power as per Rule 62 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which Vessel is intended *Ferry Service Singapore.*

ENGINES, &c.—Description of Engines *Direct Compound Paddle* Revs. per minute 45

Dia. of Cylinders 15-31 Length of Stroke 45 No. of Cylinders 2 No. of Cranks 2

Crank shaft, dia. of journals as per Rule 7 1/2 Crank pin dia. 7 1/2 Crank webs Mid. length breadth 9 1/2 Mid. length thickness 2 1/2 Thickness parallel to axis 4 3/8 Thickness around eye-hole 3 7/16

Paddle Intermediate Shafts, diameter as per Rule 7 1/2 Thrust shaft, diameter at collars as per Rule 7 1/2

Tube Shafts, diameter as fitted 7 1/2 Screw Shaft, diameter as fitted 7 1/2 Is the tube shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the propeller boss

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

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

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. 10'-4 1/2 Pitch No. of Blades Material whether Movable Total Developed Surface sq. feet

Feed Pumps worked from the Main Engines, No. 1 Diameter 2 1/2 Stroke 10 1/2 Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. 1 Diameter 2 1/2 Stroke 10 1/2 Can one be overhauled while the other is at work

Feed Pumps No. and size How driven 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 Bilge Pumps;—In Engine and Boiler 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

What Pipes pass through the bunkers How are they protected

What 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 920 sq. ft.

Is Forced Draft fitted No. No. and Description of Boilers *Two. Rec. Type* Working Pressure 150 lb. sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? No. *Glasgow Rpts. 49073. 49074*

IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting 4.2.29 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:—*Two connecting rod crosshead bolts and nuts, two with bottom end bolts and nuts, two strain bearing bolts and nuts, set of coupling bolts and nuts, one set each, feed and bilge pump valves, an other bolts and nuts, iron of various sizes.*

The foregoing is a correct description,

McKie & Baxter Ltd
& Rastendrie

Manufacturer.



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Lloyd's Register
Foundation

W1287-0244

During progress of work in shops - - - 1929 Feb 27 Mar 1 7 13 15 19 22 27 Apr 5 10 15 18 23 26 30 May 3 7 10 13
 Dates of Survey while building - - -
 During erection on board vessel - - -
 Total No. of visits 19

Dates of Examination of principal parts—Cylinders 3. 5. 19 Slides 3. 5. 19 Covers 3. 5. 19
 Pistons 7. 5. 19. Piston Rods 7. 5. 19. Connecting rods 7. 5. 19
 Crank shaft Rec'd finished Thrust shaft - Paddle Intermediate shafts Rec'd finished.
 Tube shaft - Screw shaft - Propeller 7-5-29.
 Stern tube - 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 5. 7. 5. Identification Mark 241 JH Thrust shaft material - Identification Mark -
 Paddle 5. 7. 5. Identification Mark 522-1556 RNF. Tube shaft, material - Identification Mark -
 Intermediate shafts, material 5. 7. 5. Identification Mark 241 1469 RNF.
 Screw shaft, material - Identification Mark - 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 -
 Is this machinery duplicate of a previous case No If so, state name of vessel -

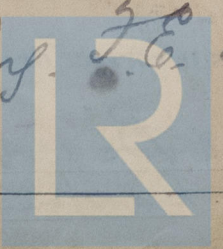
General Remarks (State quality of workmanship, opinions as to class, &c.)
 This machinery has been constructed under Special Survey in accordance with the requirements of the Rules. The materials & workmanship employed in its manufacture are sound & good.
 The machinery has been dismantled and dispatched to Singapore together with the Hull (Humber Robb's h^o 140) and will in our opinion be eligible for record + L.M.C. with Clati when the machinery has been fitted on board the vessel in a satisfactory manner, & tested under working conditions.

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 31/5/29

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

The amount of Entry Fee ... £ : : Special Con. 30/5/29 13 : 10 : Donkey Boiler Fee ... 8 : 8 : Travelling Expenses (if any) £ 5 : 2 : 0	When applied for, 19 When received, 12.6.29/19	W. Lane Engineer Surveyor to Lloyd's Register of Shipping.
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Committee's Minute GLASGOW 4 JUN 1929
 Assigned Transmit to London 1032M.

TUE. 18 MAR 1930
 See Eng. J.E. 462020

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