

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 21 MAR 1928

Date of writing Report 19 When handed in at Local Office 19.3.28 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 16.9.27 Last Survey 14-3-1928
 Reg. Book. on the new steel S/S "CAPE ST ANDREW" (Number of Visits 33)
 Built at Port Glasgow By whom built R. Duncan & Co Yard No. 381 When built 1928
 Engines made at Glasgow By whom made David Rowan & Co. Ltd Engine No. 868 when made 1928
 Boilers made at Glasgow By whom made David Rowan & Co. Ltd Boiler No. 868 when made 1928
 Registered Horse Power Owners Ben Shipping Co. Ltd Port belonging to London
 Nom. Horse Power as per Rule 545 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 78
 Dia. of Cylinders 26"-44"-73" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 14.08" Crank pin dia. 14 1/2" Crank webs Mid. length breadth 21 1/2" Thickness parallel to axis 8 1/8"
 as fitted 14 7/8" Mid. length thickness 8 7/8" Thickness around eye-hole 6 9/16"
 Intermediate Shafts, diameter as per Rule 13.41" Thrust shaft, diameter at collars as per Rule 14.08"
 as fitted 13 1/2" as fitted 14 7/8"
 Tube Shafts, diameter as per Rule 14.91" Is the shaft fitted with a continuous liner? yes
 as fitted 15" Is the screw shaft fitted with a continuous liner? yes
 Screw Shaft, diameter as per Rule 14.91" as fitted 15"
 Bronze Liners, thickness in way of bushes as per Rule 7.55" Thickness between bushes as per Rule 3.66"
 as fitted 13" as fitted 3.4" 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 no Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no
 Length of Bearing in Stern Bush next to and supporting propeller 5'-0"
 Propeller, dia. 18'-0" Pitch 18'-0" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 108 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 34" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 34" Can one be overhauled while the other is at work yes
 Feed Pumps No. and size 2 @ 9 1/2" x 7" x 21" How driven Steam Pumps connected to the Main Bilge Line (No. and size) Ballast pump
 How driven Steam Main Bilge Line (How driven) Steam
 Ballast Pumps, No. and size 1 @ 9" x 10" x 10" 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 4 @ 2 1/2" Dry tank—1 @ 2 1/2"
 In Holds, &c. No. 1 hold—2 @ 3" No. 2 & 3 hold—2 @ 3" Aft hold—2 @ 3" Hold well—1 @ 3" Tunnel well—1 @ 2 1/4"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 4 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? 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? forward hold suction How are they protected? under wood casing
 What pipes pass through the deep tanks? no deep tank 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 Bridge Deck

MAIN BOILERS, &c.—(Letter for record (3)) Total Heating Surface of Boilers 8001 sq. ft.
 Is Forced Draft fitted? yes No. and Description of Boilers 3 S.E. 3 S.A. Working Pressure 200
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? no

PLANS. Are approved plans forwarded herewith for Shafting? no Main Boilers? yes Auxiliary Boilers? no Donkey Boilers? no
 (If not state date of approval)
 Superheaters? no General Pumping Arrangements? with ship paper Oil fuel Burning Piping Arrangements? no

SPARE GEAR. State the articles supplied:—In accordance with the Rules and in addition:—
 one cast-iron propeller, one propeller shaft, one circulating pump rod, one air pump rod, one feed pump plunger.

The foregoing is a correct description,
 For David Rowan & Co. Ltd
 Archd. W. Grierson

Manufacturer.



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 Lloyd's Register
 Foundation
 W368-0088

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1927 Sep 16 Oct 8 19 24 Nov 9 11 18 22 29 Dec 2 5 14 16 19 21 23 29 30 (1928) Jan 10 11 13 18 20 26 26 31

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

Feb. 14 20 23 Mar 2 6 7 14

Dates of Examination of principal parts—Cylinders 18-11-27 Slides 11-1-28 Covers 22-11-27
 Pistons 23-12-27 Piston Rods 21-12-27 Connecting rods 9-11-27
 Crank shaft 11-11-27 Thrust shaft 21-12-27 Intermediate shafts 22-11-27
 Tube shaft ✓ Screw shaft 10-1-28 Propeller 30-12-27
 Stern tube 14-12-27 Engine and boiler seatings 16-2-28 Engines holding down bolts 23-2-28
 Completion of fitting sea connections ✓
 Completion of pumping arrangements 14-3-28 Boilers fixed 23-2-28 Engines tried under steam 14-3-28
 Main boiler safety valves adjusted 6-3-28 Thickness of adjusting washers Pist. bh. P 3/8" S 23/64" Pist. bh. P 3/8" S 33/64" Pist. bh. P 3/8" S 23/64"
 Crank shaft material 9. steel Identification Mark LLOYD'S NO 1936 11-11-27 L.C.O. Thrust shaft material J. steel Identification Mark LLOYD'S NO 1936 21-12-27 L.C.O.
 Intermediate shafts, material Identification Marks LLOYD'S NO 1936 22-11-27 L.C.O. Tube shaft, material — Identification Mark —
 2 Screw shafts material 9. steel Identification Mark LLOYD'S NO 1936 10-1-28 L.C.O. Steam Pipes, material Steel Test pressure 600 Date of Test 16-12-27-
 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 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.)
 The materials and workmanship are good.
 The machinery has been constructed under special survey in accordance with the Rules, satisfactorily fitted in the vessel, tried under steam and found good. It is eligible in my opinion for classification and the Record + LMC 3, 28.

It is submitted that this vessel is eligible for THE RECORD. + LMC 3, 28 CL. F.D.

W.A. 27/3/28

19
 CLASGOW

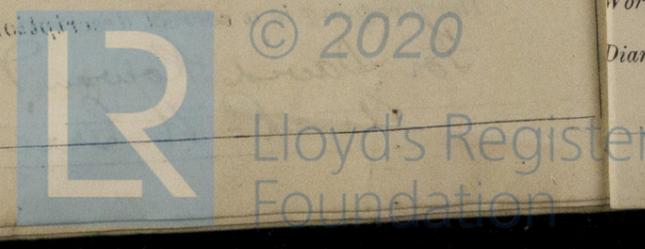
The amount of Entry Fee ... £ 6: -
 Special ... £ 102: 5
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 20 MAR 1928
 When received, 22/3/28

Schwan's
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 20 MAR 1928

Assigned + L.M.C. 3, 28. F.D.

CERTIFICATE WRITTEN:



Rpt. 5a
 Date of writing
 No. in Reg. Book.
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