

REPORT ON MACHINERY.

No. 42031.

Date of writing Report June 24th 1922 When handed in at Local Office July 1st 1922 Port of GLASGOW. Received at London Office WED. JUL 15 1922

No. in Survey held at Ardrassan Date, First Survey 25th May 1922 Last Survey June 24th 1922
Reg. Book. on the SS. BAYESKIMO. (Number of Visits 10)

Master _____ Built at Ardrassan By whom built Ardrassan D.D. & S.B. Co Ltd When built 1922 Tons } Gross 1391
Engines made at Newbury By whom made Plenty & Sons when made 1920 } Net 777
Boilers made at Greenock By whom made John & Kincaid & Co Ltd when made 1922
Registered Horse Power _____ Owners Hudson Bay Co. Port belonging to London
Nom. Horse Power as per Section 28 _____ Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines

Dia. of Cylinders		Length of Stroke	Revs. per minute <u>96</u>	No. of Cylinders		No. of Cranks	
Is the screw shaft fitted with a continuous liner the whole length of the stern tube		If the liner is in more than one length are the joints burned		Is the after end of the liner made water tight		If the liner does not fit tightly at the part	
in the propeller boss		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	
Length of stern bush		Dia. of Tunnel shaft as per rule as fitted		Dia. of Crank shaft journals as per rule as fitted		Dia. of Crank pin	
Size of Crank webs		Dia. of thrust shaft under collars		Dia. of screw		Pitch of Screw	
No. of Blades		State whether moveable		Total surface		No. of Feed pumps	
Diameter of ditto		Stroke		Can one be overhauled while the other is at work		No. of Bilge pumps	
Diameter of ditto		Stroke		Can one be overhauled while the other is at work		No. of Donkey Engines	
Sizes of Pumps		No. and size of Suctions connected to both Bilge and Donkey pumps		In Engine Room <u>3 @ 2 1/2"</u>		Stokehold <u>1 @ 2 1/2"</u>	
In Holds, &c. <u>N°1 hold. 2 @ 2 1/2"</u>		<u>No 2 hold 2 @ 2 1/2"</u>		<u>N° 4 hold 2 @ 2 1/2"</u>		<u>N° 4 aft Well 1 @ 2 1/2"</u>	
<u>Tunnel Well 1 @ 2 1/2"</u>		No. of Bilge Injections <u>7</u> sizes <u>5"</u>		Connected to condenser, or to circulating pump <u>pump</u>		Is a separate Donkey Suction fitted in Engine room & size <u>Yes 3 1/2"</u>	
Are all the bilge suction pipes fitted with roses <u>Yes</u>		Are the roses in Engine room always accessible <u>Yes</u>		Are the sluices on Engine room bulkheads always accessible <u>—</u>		Are all connections with the sea direct on the skin of the ship <u>Yes</u>	
Are they Valves or Cocks <u>Both.</u>		Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates <u>Yes</u>		Are the Discharge Pipes above or below the deep water line <u>Below</u>		Are they each fitted with a Discharge Valve always accessible on the plating of the vessel <u>Yes</u>	
Are the Blow Off Cocks fitted with a spigot and brass covering plate <u>Yes</u>		What pipes are carried through the bunkers <u>None</u>		How are they protected <u>—</u>		Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times <u>Yes</u>	
Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges <u>Yes</u>		Is the Screw Shaft Tunnel watertight <u>Yes</u>		Is it fitted with a watertight door <u>Yes</u>		worked from <u>Main Deck.</u>	

BOILERS, &c.—(Letter for record) Manufacturers of Steel

Total Heating Surface of Boilers		Is Forced Draft fitted		No. and Description of Boilers	
Working Pressure		Tested by hydraulic pressure to		Date of test	
No. of Certificate		Can each boiler be worked separately		Area of fire grate in each boiler	
No. and Description of Safety Valves to each boiler		Area of each valve		Pressure to which they are adjusted <u>185 lbs</u>	
Are they fitted with easing gear <u>Yes</u>		Smallest distance between boilers on stowage and bunkers or woodwork <u>4' 6"</u>		Mean dia. of boilers	
Length		Thickness		Range of tensile strength	
Are the shell plates welded or flanged		Descrip. of riveting: cir. seams		long. seams	
Diameter of rivet holes in long. seams		Pitch of rivets		Lap of plates or width of butt straps	
Per centages of strength of longitudinal joint		rivets		Working pressure of shell by rules	
plate		Size of manhole in shell		Size of compensating ring	
No. and Description of Furnaces in each boiler		Material		Outside diameter	
Length of plain part		top		Thickness of plates	
bottom		crown		Description of longitudinal joint	
No. of strengthening rings		Working pressure of furnace by the rules		Combustion chamber plates: Material	
Thickness: Sides		Back		Top	
Bottom		Pitch of stays to ditto: Sides		Back	
Top		If stays are fitted with nuts or riveted heads		Working pressure by rules	
Material of stays		Area at smallest part		Area supported by each stay	
Working pressure by rules		End plates in steam space:		Material	
Thickness		Pitch of stays		How are stays secured	
Working pressure by rules		Material of stays		Area at smallest part	
Area supported by each stay		Working pressure by rules		Material of Front plates at bottom	
Thickness		Material of Lower back plate		Thickness	
Greatest pitch of stays		Working pressure of plate by rules		Diameter of tubes	
Pitch of tubes		Material of tube plates		Thickness: Front	
Back		Mean pitch of stays		Pitch across wide water spaces	
Working pressures by rules		Girders to Chamber tops: Material		Depth and	
thickness of girder at centre		Length as per rule		Distance apart	
Number and pitch of stays in each		Working pressure by rules		Steam dome: description of joint to shell	
% of strength of joint		Diameter		Thickness of shell plates	
Material		Description of longitudinal joint		Diam. of rivet holes	
Pitch of rivets		Working pressure of shell by rules		Crown plates	
Thickness		How stayed		SUPERHEATER. Type	

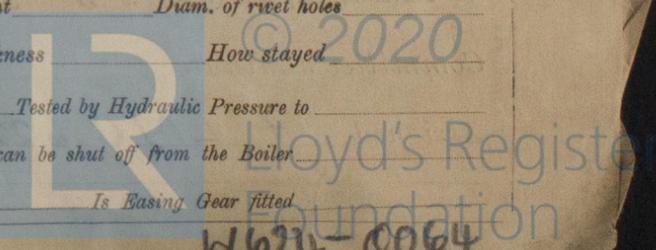
SUPERHEATER. Type _____ Date of Approval of Plan _____ Tested by Hydraulic Pressure to _____

Date of Test _____ Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler _____

Diameter of Safety Valve _____ Pressure to which each is adjusted _____ Is Easing Gear fitted _____

W624-0064

If net, state whether, and when, one will be sent? Is a Report also sent on the Hull of the Ship?



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops -- } 1922 May 25-27 Jun 3 8-13 16 19 20 21 24 { During erection on board vessel --- } Total No. of visits 10

Is the approved plan of main boiler forwarded herewith

Dates of Examination of principal parts—Cylinders Slides Covers Pistons Rods

Connecting rods Crank shaft Thrust shaft Tunnel shafts Screw shaft Propeller

Stern tube Steam pipes tested 16-6-22 Engine and boiler seatings 25-22 Engines holding down bolts 3-6-22

Completion of pumping arrangements 21-6-22 Boilers fixed 13-6-22 Engines tried under steam 24-6-22

Completion of fitting sea connections 8-5-22 Stern tube 15-5-22 Screw shaft and propeller 16-5-22

Main boiler safety valves adjusted 20-6-22 Thickness of adjusting washers PBPV 64 PPSV 64 SBPV 64 SBSV 64

Material of Crank shaft Identification Mark on Do. Material of Thrust shaft Identification Mark on Do.

Material of Tunnel shafts Identification Marks on Do. Material of Screw shafts Identification Marks on Do.

Material of Steam Pipes S D. Copper Test pressure 360 lbs.

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 Section 49 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.)

These engines (London Rpt N° 83846) and boilers (Greenock Rpt N° 14994) have been securely fitted on board and tried under steam with satisfactory results

It is submitted that this vessel is eligible for a record of + LMC 6-22 in the Register Book.

It is submitted that this vessel is eligible for THE RECORD.

+ L. M. C. - 6. 22. C. L.

L. Y. 7/7/22

The amount of Entry Fee ... £ 3 : - : When applied for, 4/7/22 at Gok. Special fitting out ... £ 4 : 2 : Donkey Boiler Fee ... £ - : - : Travelling Expenses (if any) £ 3 : 5 : When received 11/7/22

David C Barr. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 4-JUL 1922

Assigned + LMC 6.22

W. H. H. 4.9.22 Dated 4/7/22



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Certificate (if required) to be sent to The Surveyors are requested not to write on or below the space for Committee's Minutes.