

London Office.....  
WED. NOV. 8 1922

6.11.19 Port of Glasgow

Date, First Survey 30<sup>th</sup> June 1961 Last Survey Oct 25<sup>th</sup> 1922  
(Number of Visits 13)

aster	Built at	By whom built	When built
Engines made at	Clydebank	By whom made	John Brown & Co. Ltd. (17/3/20) when made 1912
Boilers made at		By whom made	
Registered Horse Power	1010 S.A.C.	Owners	Port belonging to
ft Horse Power at Full Power	5500	Is Refrigerating Machinery fitted for cargo purposes	Is Electric Light fitted

BINE ENGINES, &c.—Description of Engines *Brown Curtis S.R. General Turbine* No. of Turbines *2*  
 Diameter of Rotor Shaft Journals, H.P. *7½" to 14"* L.P. *10" to 18"* Diameter of Pinion Shaft H.P. & L.P. *9" with 3" hole*  
 Diameter of Journals *9" with 3" hole* Distance between Centres of Bearings H.P. & L.P. *3' 1¼"* Diameter of Pitch Circle *10.012*  
 Diameter of Wheel Shaft *17" to 25"* Distance between Centres of Bearings *7' 14"* Diameter of Pitch Circle of Wheel *144-21*  
 Diameter of Face *50"* Diameter of Thrust Shaft under Collars \_\_\_\_\_ Diameter of Tunnel Shaft \_\_\_\_\_ as per rule \_\_\_\_\_  
 \_\_\_\_\_ as fitted \_\_\_\_\_  
 Diameter of Screw Shafts \_\_\_\_\_ Diameter of same \_\_\_\_\_ as per rule \_\_\_\_\_ Diameter of Propeller \_\_\_\_\_ Pitch of Propeller \_\_\_\_\_  
 \_\_\_\_\_ as fitted \_\_\_\_\_  
 Number of Blades \_\_\_\_\_ State whether Moveable \_\_\_\_\_ Total Surface \_\_\_\_\_ Diameter of Rotor Drum, H.P. \_\_\_\_\_ L.P. \_\_\_\_\_  
 Thickness at Bottom of Groove, H.P. \_\_\_\_\_ L.P. \_\_\_\_\_ Astern \_\_\_\_\_ Revs. per Minute at Full Power, Turbine *1270* Propeller *88*

## H.P.

[illegible]

and size of Feed pumps  
and size of Bilge pumps  
and size of Bilge suction in Engine Room

*In Holds, &c.*

of Bilge Injections	sizes	Connected to condenser, or to circulating pump	Is a separate Donkey Suction fitted in Engine Room & size
all the bilge suction pipes fitted with roses			Are the roses in Engine room always accessible
all connections with the sea direct on the skin of the ship			Are they Valves or Cocks
they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates			Are the Discharge Pipes above or below the deep water line
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
if pipes are carried through the bunkers			How are they protected
all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times			
the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges			
the Screw Shaft Tunnel watertight		Is it fitted with a watertight door	worked from

CLERS, &c.—(Letter for record

[illegible]

485-0119



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 \_\_\_\_\_

IS A DONKEY BOILER FITTED? \_\_\_\_\_

If so, is a report now forwarded? \_\_\_\_\_

SPARE GEAR. State the articles supplied:— Bolts and nuts for H.P. and L.P. turbine casing joints 26 off.

Bolts and studs with nuts for H.P. and L.P. bearings and thrust covers 20 off.

H.P. and L.P. bearing bushes Complete 2 off each (full set). H.P. and L.P. gland Carbon packing rings—  
9 off (half set). Springs for H.P. and L.P. glands 12 off (half set) H.P. Inter ahead + astern diaphragm  
springs 2 off (full set). H.P. Inter ahead + astern diaphragm brass serrated packing 1 off (full set).  
Springs for H.P. and L.P. diaphragms 48 off (half set). Main Gear wheel bearing bushes 2 off (full set).  
Aft Centre and fore and aft bearing bushes for Pinions 1 off each (half set). H.P. & L.P. Turbine thrust liners  
3 off each. H.P. and L.P. turbine thrust pads 12 off each (full set). 10 Spanners, 16 bolts for  
H.P. & L.P. flexible Couplings

The foregoing is a correct description.

John Brown & Company, Limited.

Manufacturers.

*J. Henderson*  
Glydebank Secretary.

Dates of Survey while building { During progress of work in shops - - 1921 Jun 30 July 7 Aug 19 Sep 14 Nov 21 1922 Jan 27 Feb 28 Mar 24 May 10 Sep 13 Oct 24 25  
During erection on board vessel - - -  
Total No. of visits 13

Is the approved plan of main boiler forwarded herewith \_\_\_\_\_

" " " donkey " " " \_\_\_\_\_

Dates of Examination of principal parts—Casings 10/5/22 Rotors 25/10/22 Blading 25/10/22 Gearing 25/10/22

Rotor shaft 25/10/22 Thrust shaft \_\_\_\_\_ Tunnel shafts \_\_\_\_\_ Screw shaft \_\_\_\_\_ Propeller \_\_\_\_\_

Stern tube \_\_\_\_\_ Steam pipes tested \_\_\_\_\_ Engine and boiler seatings \_\_\_\_\_ Engines holding down bolts \_\_\_\_\_

Completion of pumping arrangements \_\_\_\_\_ Boilers fired \_\_\_\_\_ Engines tried under steam \_\_\_\_\_

Main boiler safety valves adjusted \_\_\_\_\_ Thickness of adjusting washers \_\_\_\_\_

Material and tensile strength of Rotor shaft S.M. Steel 34 to 38 tons

Identification Mark on Do. \_\_\_\_\_

Material and tensile strength of Pinion shaft Nickel steel 40 to 45 tons

Identification Mark on Do. \_\_\_\_\_

Material of Wheel shaft Steel 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 \_\_\_\_\_

Test pressure \_\_\_\_\_

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 Section 49 of the Rules been complied with \_\_\_\_\_

Is this machinery a duplicate of a previous case \_\_\_\_\_

If so, state name of vessel SO 153, 20, 30, 20.

General Remarks (State quality of workmanship, opinions as to class, &c.)

This machinery has been built under special survey. The materials and workmanship are of good description. The have been tried under steam in the shop with satisfactory results and will be in my opinion eligible to have notification of T.M.C. with date when satisfactorily fitted on board the vessel & tried under steam. This machinery has now been forwarded to Messrs Richardson Westgarth & Co to be fitted on board the vessel

The amount of Entry Fee ... £ : :  
Special ... £ 35 : 0 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 7 11 1922  
When received, 1 7 1922

*A. McKeand*  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

GLASGOW 7 - NOV 1922

FRI. AUG. 31 1923

Assigned Defered.

F.P. above 150°F.



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