

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

7 OCT 1931

Date of writing Report

19

When handed in at Local Office 21-2-27 19

Port of

Received at London Office

2 MAR 1931

No. in Survey held at
Reg. Book.

Date, First Survey

Last Survey

1922

(Number of Visits 16)

Built at

By whom built

Yard No.

Tons

Gross

Net

When built

Engines made at

By whom made

Engine No. 556

when made

Boilers made at

By whom made

Boiler No.

when made

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule

114.5

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

ch Vessel is intended

&c.—Description of Engines

Steam, triple expansion inverted type

Revs. per minute

Length of Stroke

27"

No. of Cylinders

3

No. of Cranks

3

as per Rule

7.5"

Crank pin dia.

7 3/4"

Mid. length breadth

12"

Thickness parallel to axis

4 3/4"

as fitted

7 3/4"

Crank webs

Mid. length thickness

4 3/4"

shrunk

Thickness around eye-hole

3 3/8"

as per Rule

7.17"

Thrust shaft, diameter at collars

as per Rule

7.52"

as fitted

7.43"

as fitted

Screw Shaft, diameter

as per Rule

8 5/8"

as fitted

Is the

screw

shaft fitted with a continuous liner

Yes

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

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

Is 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

are fitted, is the shaft lapped or protected between the liners

Is an approved Oil Gland or other appliance fitted at the after

Length of Bearing in Stern Bush next to and supporting propeller

10'3"

Pitch

11'6"

No. of Blades

4

Material

c. iron

whether Movable

Solid

Total Developed Surface

worked from the Main Engines, No.

2

Diameter

3"

Stroke

13 1/2"

Can one be overhauled while the other is at work

worked from the Main Engines, No.

2

Diameter

3"

Stroke

13 1/2"

Can one be overhauled while the other is at work

and size

Pumps connected to the

No. and size

Main Bilge Line

How driven

How driven

Lubricating Oil Pumps, including Spare Pump, No. and size

Independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

In Engine and Boiler Room

Circulating Pump Direct Bilge Suctions, No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

d 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

h 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

are carried through the bunkers

How are they protected

pass through the deep tanks

Have they been tested as per Rule

es, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

gement 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

t to another

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

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

l Draft fitted

No. and Description of Boilers

Working Pressure 180 lbs.

REPORT ON MAIN BOILERS NOW FORWARDED?

DONKEY BOILER FITTED?

If so, is a report now forwarded?

S. Are approved plans forwarded herewith for Shafting

Main Boilers

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

rs. General Pumping Arrangements

Oil fuel Burning Piping Arrangements

E GEAR. State the articles supplied:—

The foregoing is a correct description,

WILLIAM BEARDMORE & CO., LIMITED.

Manufacturer.



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Lloyd's Register Foundation

002222-002228-0026

1921 Feb 17-28 Mar 4-21-31 Apr 8-14-29 May 5-9-17-27 Jun 7-10 Dec 21 1922 Dec 18
During progress of work in shops - - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 16

Dates of Examination of principal parts—Cylinders 28/2/21 4/3/21 Slides 5/5/21 Covers 28/2/21
Pistons 4/3/21 Piston Rods 17/2/21 Connecting rods 5/5/21
Crank shaft 21/3/21 31/3/21 Thrust shaft 5/5/21 Intermediate shafts
Tube shaft Screw shaft 29/4/21 Propeller 17/5/21
Stern tube Engine and boiler seatings Engines holding down bolts
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material *Anger Steel* Identification Mark *LLOYDS 5084 9RW* Thrust shaft material *Steel* Identification Mark
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material *Steel* 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 carrying and burning oil fuel 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 engine has been built under Special Survey in accordance with the Rules of this Society. The materials and workmanship are good.

It was intended for Dublin ~~Shipyards~~ ^{Shipyards} 5/2.15 in which vessel the propeller, propeller shaft and thrust shaft have been fitted, but the work has now been stopped.

These engines are still in the makers works.

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 2/5... £ 11 : 8 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 25/2/27
When received, 3. 10. 1927

J. I. Barr.
A. Campbell
Engineer Surveyor to Lloyd's Register of Shipping.

FRI, 16 OCT 1931

Committee's Minute GLASGOW 22 FEB 1927 1 MAR 1927

Assigned Transmit to London

See Lth. 18070



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