

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 14th FEBRUARY 1931. When handed in at Local Office 6th MARCH 1931 Port of Greenock 11 MAR 1931

No. in Survey held at Port Glasgow. Date, First Survey and Last Survey 14th Jan'y 1931
 Reg. Book. on the SS "DALIA" (Number of Visits 1) Gross 5188.05
 Tons Net 3219.25
 Built at Port Glasgow. By whom built Messrs R. Duncan & Co. Ltd. Yard No. 400. When built 1931.
 Engines made at Glasgow By whom made Messrs D. Rowan & Co. Ltd. Engine No. when made 1931.
 Boilers made at " By whom made " Boiler No. when made 1931.
 Registered Horse Power UNION GOVERNMENT OF SOUTH AFRICA.
 Owners RAILWAYS & HARBOURS ADMINISTRATION Port belonging to DURBAN.
 Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Foreign.

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks

Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Mid. length thickness Thickness parallel to axis Thickness around eye-hole

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted

Tube Shafts, diameter as per Rule as fitted GAS Shaft, diameter as per Rule as fitted Is the { tube } shaft fitted with a continuous liner { screw }

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted 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. ✓
 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 F.V. bush Length of Bearing in Stern Bush next to and supporting propeller ✓

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

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

Bilge Pumps worked from the Main Engines, No. Diameter Stroke 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 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 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

Is Forced Draft fitted No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

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

PLANS. Are approved plans forwarded herewith for Shafting 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:—

The foregoing is a correct description,

Manufacturer.



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Dates of Survey while building
 During progress of work in shops - -
 (1931) January 14.
 During erection on board vessel - - -
 Total No. of visits 1.

Dates of Examination of principal parts—Cylinders
 Slides
 Covers
 Pistons
 Piston Rods
 Connecting rods
 Crank shaft
 Thrust shaft
 Intermediate shafts
 Tube shaft
 Propeller
 Stern tube
 Engine and boiler seatings 14-1-31.
 Engines holding down bolts
 Completion of fitting sea connections 14-1-31.
 Completion of pumping arrangements
 Boilers fixed
 Engines tried under steam
 Main boiler safety valves adjusted
 Thickness of adjusting washers
 Crank shaft material
 Identification Mark
 Thrust shaft material
 Identification Mark
 Intermediate shafts, material
 Identification Marks
 Tube shaft, material
 Identification Mark
 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 carrying and burning oil fuel 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.)
 The propeller, tail shaft, stem tube and sea connections have been satisfactorily fitted on board. The vessel has now left for Glasgow for installation of machinery by Messrs D. Brown & Co. Ltd. Glasgow Surveyors notified.

The amount of Entry Fee ... £ : :
 Special ... £ : :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 19
 When received, 19

J. H. M. J. H. M. J. H. M.
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute GLASGOW 10 MAR 1931

Assigned SEE ACCOMPANYING MACHINERY REPORT.



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