

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 27 FEB 1934

Date of writing Report 26th Feb^y 1934. When handed in at Local Office 26th Feb^y 1934. Port of Dundee
 No. in Survey held at Dundee Date, First Survey 21st Nov^r 1933 Last Survey 21st Feb^y 1934
 Reg. Book. 39314 on the S/S "DUNDEE"
 Built at Dundee By whom built Caledon S & E. Co. Ltd. Yard No. 345 Tons { Gross 1540.73
 Engines made at Glasgow By whom made A. Stephen & Sons Ltd Engine No. 101 when made 1934
 Boilers made at Dundee By whom made Caledon S & E. Co. Ltd Boiler No. 545 when made 1934
 Registered Horse Power ✓ Owners Dundee Perth & London Shipping Co. Ltd. Port belonging to Dundee
 Nom. Horse Power as per Rule 361 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes
 Trade for which Vessel is intended Dundee / London

ENGINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks
 Crank shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
 as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collar as per Rule as fitted
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner {
 Bronze Liners, 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
 as fitted 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 protected between the liners Is an approved Oil Gland or other appliance fitted at the after
 end of the tube shaft 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 2-4"x9"x21", 1-4"x32"x9" Pumps connected to the { No. and size 1-7"x6½"x15", 1-9"x8"x18"
 How driven Steam-driven Main Bilge Line How driven Steam-driven
 Ballast Pumps, No. and size 1-9"x8"x18" 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 1-2½" Port 1-2½" Star. Aft. 1-2½" Port 1-2½" Centre 1-2½" Star. Forward 1½" Port 1-1½" Aft. in Oil gutter.
 In Holds, &c. No. 1, 1-2½" Port 1-2½" Star.; No. 2, 1-3" Port 1-3" Star. Aft. Hold 1-2½" Centre. 1-2½" in tunnel well

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-7" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1-3½" dia. 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 Below
 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 Suctions to fore bilges How are they protected In the limbers
 What pipes pass through the deep tanks Suctions to fore bilges 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 top platform.

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 6651 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers 3 S.E. Return Tube Working Pressure 220 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓

PLANS. Are approved plans forwarded herewith for Shafting ✓ Main Boilers yes Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied:—

As per list attached to Gls. Rpt. N° 54156.

The foregoing is a correct description,

Manufacturer.



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Foundation

002808-002815-0032

During progress of work in shops - -

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits

1933 Nov. 21. 30. Dec. 8. 15. 21. 28.

1934 Jan. 10. 22. 25. 26. 30. Feb. 2. 3. 13. 19. 21.

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Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓

Pistons ✓ Piston Rods ✓ Connecting rods ✓

Crank shaft ✓ Thrust shaft ✓ Intermediate shafts ✓

Tube shaft ✓ Screw shaft in place. 21-12-33 Propeller in place 21-12-33.

Stern tube in place 8-12-33. Engine and boiler seatings 30-11-33. Engines holding down bolts 25-1-34.

Completion of fitting sea connections 21-12-33.

Completion of pumping arrangements 30-1-34. Boilers fixed 25-1-34. Engines tried under steam 21-2-34 at sea. 13-2-34 in dock.

Main boiler safety valves adjusted 13-2-34. Thickness of adjusting washers { For 13 1/2" F.V. 3/8" A.V. 1/32" Sup. Value 23 1/4" Port " P.V. 3/8" S.V. 1/32" " " 23 1/4" Star " P.V. 1/32" S.V. 1/32" " " 23 1/4" }

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 Steel Test pressure 660 lbs. Date of Test 26-1-34

Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150°F. 30-1-34 2-2-34 3-2-34

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 Machinery — Gls. Rpt. N° 54156 on Engines, & Dem. Rpt. N° 8851 on Boilers — has been efficiently fitted on board, & the materials & workmanship are sound & good. When the installation of the machinery was completed the safety valves were adjusted under steam to the working pressure, & accumulation tests were carried out, in accordance with the Rules, with satisfactory results. Afterwards the Main Engines & Auxiliaries were tried at sea, under full load & working conditions, & they were found to be satisfactory in every way.

In my opinion the Machinery of this vessel is eligible to be classed in the Register Book, with the notation of + L.M.C. 2-34 + the record of T.S. O.G.

Certificate to be sent to Dundee

The amount of Entry Fee ... £ : : When applied for, 1/5th Special (for Install) £ 15-: 16-: 0 26/21 19.34.

Donkey Boiler Fee ... £ : : When received, 7.2 19.34

Travelling Expenses (if any) £ : :

Committee's Minute

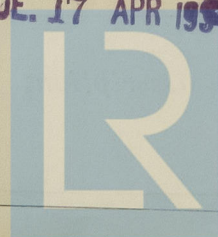
FRI. 2 MAR 1934

Assigned

+ L.M.C. 2.34 O.G.

John Houston.
Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 17 APR 1934



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