

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-2 JUN 1926

Date of writing Report 24th May 1926 When handed in at Local Office 24th May 1926 Port of Greenock.

No. in Survey held at Greenock.

Date, First Survey 13th January 1925. Last Survey 22nd May 1926.

Reg. Book.

(Number of Visits 1)

on the SS "ULMUS"

Gross 2694

Tons Net 2534.

When built 1926

Built at Greenock.

By whom built Messrs D. Rowan & Co. Ltd.

Yard No. 351.

Engines made at Glasgow

By whom made D. Rowan & Co. Ltd.

Engine No. 794

when made 1926

Boilers made at -

By whom made -

Boiler No. 794.

when made 1926

Registered Horse Power

Owners Anchor Shipping Company Ltd.

Port belonging to London.

Nom. Horse Power as per Rule 250.

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 68.

No. of Cylinders

No. of Cranks

Dia. of Crank shaft journals

as per rule

Dia. of Crank pin

Crank webs

Mid. length breadth

shrunk

Thickness parallel to axis

as fitted

Mid. length thickness

Thickness around eye-hole

Diameter of Thrust shaft under collars

as per rule

Diameter of Tunnel shaft

as per rule

Diameter of Screw shaft

as per rule

Is the Screw shaft

as fitted

as fitted

as fitted

as fitted

fitted with a continuous liner the whole length of the stern tube

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 joints burned

See Glasgow Report No. 45466. If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with 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 appliance fitted at the after end of the shaft to permit

of it being efficiently lubricated

No.

Length of Stern Bush

Diameter of Propeller

Pitch of Propeller

No. of Blades

State whether Moveable

Total Surface

square feet.

No. of Feed Pumps fitted to the Main Engines

Diameter of ditto

Stroke

Can one be overhauled while the other is at work

No. of Bilge Pumps fitted to the Main Engines

Diameter of ditto

Stroke

Can one be overhauled while the other is at work

Total number and size of power driven Feed and Bilge Auxiliary Pumps

3.

8" x 10" x 8"

8" x 5" x 8"

6 1/2" x 4" x 6"

No. and size of Pumps connected to the Main Bilge Line

3.

8" x 10" x 8"

8" x 5" x 8"

6 1/2" x 4" x 6"

No. and size of Ballast Pumps 1 - 8" x 10" x 8"

No. and size of Lubricating Oil Pumps, including Spare Pump None.

Are two independent means arranged for circulating water through the Oil Cooler

No. and size of suctions connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

3 - 2 1/2" Tunnel Well 1 - 2 1/2"

and in Holds, &c. No. 1. - 2 - 2 1/2". No. 2. 2 - 3".

No. 3. 2 - 3 1/4".

No. and size of Main Water Circulating Pump Bilge Suctions

One at 4 1/2".

No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges

One - 4"

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 connections with the sea direct on the skin of the ship

Yes.

Are they 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 Discharge Pipes 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 are carried through the bunkers

None

How are they protected

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 Screw Shaft Tunnel watertight

Yes.

Is it fitted with a watertight door

Yes.

worked from Eng. top.

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers

4062 sq. ft.

Is Forced Draft fitted

No

No. and Description of Boilers

2. S. B.

Working Pressure 180

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

Yes.

Main Boilers

Yes.

Auxiliary Boilers

Yes.

Donkey Boilers

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—2 Connecting rod top end bolts and nuts.

2 Connecting rod bottom end bolts and nuts. 2 Main bearing bolts. 1 set of

Coupling bolts. 1 set of Feed and Bilge pump valves. 1 set of piston springs.

A quantity of assorted bolts and nuts. Iron of various sizes.

The foregoing is a correct description,

for David Rowan & Co. Ltd.

Arch. H. Grierson

Manufacturer.



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Lloyd's Register
Foundation

003567-003571-0344

During progress of work in shops - - -

Dates of Survey while building { (1925) Jan. 13-27 Feb. 9 (1926) Mar. 15-29-31 May 22

During erection on board vessel - - -

Total No. of visits 7

Dates of Examination of principal parts - Cylinders

Covers Pistons RPT. Slides 66. Rods 4

Connecting rods Crank shaft 0 W N° 5 Thrust shaft

Tunnel shafts S E E Screw shaft Propeller

Stern tube Engine and boiler seatings 13/1/25 Engines holding down bolts 29/3/26.

Completion of pumping arrangements 31/3/26. Boilers fixed 29/3/26. Engines tried under steam 31/3/26.

Completion of fitting sea connections 27/1/25 Stern tube 27/1/25 Screw shaft and propeller 9/2/25.

Main boiler safety valves adjusted 31/3/26. Thickness of adjusting washers P 3/8 S 3/8. P 3/8 B S 3/8.

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 Lapwelded steel. Test pressure 540 lbs 0" Date of Test 16-4-26.

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 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 machinery of this vessel has been well fitted on board the vessel and tried under full power with satisfactory results. The vessel is eligible in my opinion to be classed in the Register Book with record of survey + LMC 5-26. as recommended in Glasgow Rpt N° 45466.

It is submitted that this vessel is eligible for THE RECORD. + LMC 5.26. CL.

3/6/26

Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ : : When applied for,

Special ... 1/5 ... £ 12 : 10 : 0 24th May 1926.

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

Travelling Expenses (if any) £ 19 : : 19.

Committee's Minute GLASGOW 1-JUN 1926

Assigned + LMC 5.26