

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

21 DEC 1930

Writing Report

19

When handed in at Local Office 22.12.1930 Port of Glasgow

Survey held at Glasgow
Book on the Swin S.S. Sligo

Date, First Survey 6.1.30

Last Survey 19th Dec 1930

(Number of Visits 6)

Tons } Gross 891.
 } Net 547.

at Dublin

By whom built Dublin Dockyard Co. Ltd.

Yard No. 146.

When built 1930.

es made at Glasgow

By whom made India Rubber Ltd.

Engine No. 1255.

when made 1930.

rs made at Helman

By whom made Palmico Ltd.

Boiler No. 1144 + 5.

when made 1930.

tered Horse Power

Owners Sligo Steam Navigation Co Ltd.

Port belonging to Sligo

Horse Power as per Rule 249.

Is Refrigerating Machinery fitted for cargo purposes No.

Is Electric Light fitted Y/0.

le for which Vessel is intended

Liverpool - Sligo

INES, &c.—Description of Engines

Simple Expansion

Revs. per minute 118.

of Cylinders 4 1/2 : 2 1/2 : 40"

Length of Stroke 24"

No. of Cylinders 6

No. of Cranks 6

ank shaft, dia. of journals

as per Rule 7.84"

Crank pin dia. 8 1/2"

Crank webs

Mid. length breadth

Thickness parallel to axis 5 1/2"

as fitted 8 1/2"

as per Rule 7.84"

as fitted 7 1/2"

Thrust shaft, diameter at collars

as per Rule 7.84"

as fitted 8 1/2"

Intermediate Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 8.7"

as fitted 9"

Is the tube screw shaft fitted with a continuous liner Without liner

Size 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

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

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

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

of the tube shaft

Length of Bearing in Stern Bush next to and supporting propeller 37"

Propeller, dia. 10'-3" Pitch 11'-9" No. of Blades 3 Material Bronze whether Moveable Solid Total Developed Surface 43.8 sq. feet

ed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 13 1/2" Can one be overhauled while the other is at work Y/0

ge Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 13 1/2" Can one be overhauled while the other is at work Y/0

eed Pumps } No. and size 1 Single 8 1/2 x 6 x 18" 1 duplex 6 x 4 x 6" Pumps connected to the } No. and size 1 duplex 7 x 8 x 8" 1 duplex 6 x 4 x 6" }

How driven Steam Main Bilge Line How driven Steam

allast Pumps, No. and size 1 duplex 7 x 8 x 8" 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

ilge Pumps: In Engine and Boiler Room 3 2 1/2" Tunnel Well 1 2 1/2"

in Holds, &c. Forward Hold 2 2 1/2" after Hold 2 2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 2 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 2 3" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Y/0

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 Y/0 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 Y/0 Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Y/0 Are the Blow Off Cocks fitted with a spigot and brass covering plate Y/0

What Pipes pass through the bunkers Forward Hold Suctions How are they protected blue painting

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 Y/0

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 Y/0 Is the Shaft Tunnel watertight See Report Is it fitted with a watertight door Y/0 worked from Main deck

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4600 sq ft

Is Forced Draft fitted No. No. and Description of Boilers 2 Simple Indirect Tubular Working Pressure 300 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Y/0

IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting Y/0 5.11.29. Main Boilers Y/0 Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements Y/0 Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

In accordance with Rules and additional

The foregoing is a correct description,

M. Kie-Baxter L.H.
p. R. Henoris.

Manufacturer.



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Lloyd's Register Foundation

81112

1930 Jun 6. 15. 20. 28 July 3. 10. 11. 14. 16 Aug 4. 6. 12. 20. 26. 27 Sep 4. 12. 15. 22. 25 Oct 9. 13. 20. 25. 27 Nov 5. 7. 12. 17. 19. 25 Dec 1. 4. 11. 16. 17. 19

Dates of Survey while building

During progress of work in shops ---

During erection on board vessel ---

Total No. of visits 61

Dates of Examination of principal parts—Cylinders 21.10.30 Slides 30.10.30 Covers 21.10.30

Pistons 21.10.30 Piston Rods 27.10.30 Connecting rods 30.10.30

Crank shaft 11.4.30 + 22.4.30 (FR) Thrust shaft 11.3.30 (FR) Intermediate shafts 16.10.30

Tube shaft / Screw shaft 11.7.30 Propeller 11.7.30

Stern tube 27.6.30 Engine and boiler seatings 1.12.30 Engines holding down bolts 11.12.30

Completion of fitting sea connections

Completion of pumping arrangements Boilers fixed 11.12.30 Engines tried under steam 14.12.30

Main boiler safety valves adjusted 11.12.30 Thickness of adjusting washers 7/8" 5/16" 5/16" 5/16" 5/16" 5/16"

Crank shaft material 1/2" Light Steel Identification Mark 669.669A.B.C. Thrust shaft material 1/2" Light Steel Identification Mark 669.669A.B.C.

Intermediate shafts, material do. Identification Mark 28.30.30 Tube shaft, material / Identification Mark /

Screw shaft, material do. Identification Mark 670.670A.T.H.-11.2.30 Steam Pipes, material S.D. Copper Test pressure 400 lb. Date of Test 2.12.

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 the use of oil as fuel been complied with. /

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No. If so, have the requirements of the Rules 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.)

The Machinery of this vessel has been built under special Survey and in accordance with the Rules. The materials and workmanship are good. It has been efficiently secured in position on board and on completion has been examined under full working conditions and found in order.

The Machinery of this vessel is eligible, in my opinion to be classed in the Register Books with notation of + L.M.C. 12.30.

a.b.
22/12/30

GLASGOW

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 ... £ 4 : - :
Special ... £ 37 : 7 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 22 DEC 1930
When received, 6.1.1931

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 23 DEC 1930

Assigned + L.M.C. 12.30
subject to class of hull.

FRI. 2 JAN 1931
Lloyd's Register
and + L.M.C. 12.30
CERTIFICATE WRITTEN

Has the Steel been tested as required