

## 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

21 DEC 1930

Survey held at

Date, First Survey

6.1.30

Last Survey 19.12.1930

Book

on the

Lwin S.S. Sligo

(Number of Visits 6)

Tons

Gross 891

Net 641

at Dullin

By whom built Dublin Dockyard Co. Ltd.

Yard No. 146

When built 1930

es made at

Glasgow

By whom made McKie &amp; Baxter Ltd.

Engine No. 1255

when made 1930

rs made at

Hullam

By whom made Palmer &amp; Co. Ltd.

Boiler No. 1144 &amp; 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

Yes

le for which Vessel is intended

Liverpool - Sligo

INES, &amp;c.—Description of Engines

Simple Expansion

Revs. per minute 118

of Cylinders 14.25.40

Length of Stroke 24

No. of Cylinders 6

No. of Cranks 6

nk shaft, dia. of journals

as per Rule 7.84

Crank pin dia. 8.8

Crank webs

Mid. length breadth

Thickness parallel to axis 5.6

mediate Shafts, diameter

as per Rule 7.84

as fitted 7.84

Thrust shaft, diameter at collars

as per Rule 7.84

as fitted 7.84

e Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule

as fitted

Is the { tube } shaft fitted with a continuous liner

Without liner

uze Liners, thickness in way of bushes

as per Rule

Thickness between bushes

as per Rule

as fitted

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 an approved Oil Gland or other appliance fitted at the after

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

opeller, dia. 10.3 Pitch 11.9 No. of Blades 3 Material Pump whether Moveable Solid Total Developed Surface 43.8 sq. feet

ed Pumps worked from the Main Engines, No. 2 Diameter 3 Stroke 13.2 Can one be overhauled while the other is at work

lge Pumps worked from the Main Engines, No. 2 Diameter 3 Stroke 13.2 Can one be overhauled while the other is at work

eed { No. and size 1 Single 8.25x6x18 1 duplex 6x4x6 Pumps connected to the { No. and size 1 duplex 7x8x8 1 duplex 6x4x6

How driven Steam Main Bilge Line How driven Steam

allast Pumps, No. and size 1 duplex 7x8x8 Lubricating Oil Pumps, including Spare Pump, No. and size

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

Suctions, connected to both Main Bilge Pumps and Auxiliary

In Engine and Boiler Room 32 2.5 Tunnel Well 12 2.5

n Holds, &amp;c. Forward and 20 2.5 after and 20 2

Main Water Circulating Pump Direct Bilge Suctions, No. and size 20 4.5 Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 12 3 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

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

What Pipes pass through the bunkers Forward and Suctions

What pipes pass through the deep tanks

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 Deck

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

Is Forced Draft fitted No. No. and Description of Boilers 2 Simple Indirect Radiation Tube Working Pressure 300 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 11.29. Main Boilers Yes 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:—

In accordance with Rules and additional

The foregoing is a correct description,

McKie &amp; Baxter Ltd.

per R. A. Hendrie.

Manufacturer.



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Lloyd's Register  
Foundation

003649-003658-0114



81112

Dates of Survey while building  
During progress of work in shops -- 1930 Jan 6. 15. 20. 28 Feb. 2. 19 Mar 4. 10. 17. 20. 28 Apr 3. 11. 17. 24 May 9. 14. 20 Jun 13. 20. 25 27 July 3. 10. 11. 14. 16 Aug 4. 6. 12. 20. 26. 27 Sep 4. 12. 15. 22. 25 Oct 9 21. 24. 27. 30 Nov 5. 7. 12. 17. 19. 25 Dec 1. 4. 11. 16. 17. 19  
During erection on board vessel ---  
Total No. of visits 61

Dates of Examination of principal parts—Cylinders 21. 10. 30. Slides 30. 30. 30. Covers 21. 10. 30.  
Pistons 21. 10. 30. Piston Rods 27. 10. 30. Connecting rods 30. 3. 30.  
Crank shaft 11. 4. 30 + 11. 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 7/16" 5/16" 3/8" S. B. 2 P. 1/2"  
Crank shaft material 18. Sept 1930 Identification Mark 669. 669A. B. C. Thrust shaft material 18. Sept 1930 Identification Mark 669. 669A. B. C.  
Intermediate shafts, material do. Identification Mark 669. 669A. B. C. Tube shaft, material / Identification Mark /  
Screw shaft, material do. Identification Mark 669. 669A. B. C. Steam Pipes, material S. D. Copper Test pressure 1400 lb. Date of Test 2. 12. 30.  
Is an installation fitted for burning oil fuel do. 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 do. If so, have the requirements of the Rules been complied with /  
Is this machinery duplicate of a previous case do. 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 Book with notation of + L.M.C. 12.30.

A.B.  
22/12/30

GLASGOW

The amount of Entry Fee ... £ 14 : - :  
Special ... £ 37 : 7 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 22 DEC 1930  
When received, 6. 1. 1931

Committee's Minute GLASGOW 23 DEC 1930

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

Engineer Surveyor to Lloyd's Register of Shipping.

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