

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

21 MAR 1928

Date of writing Report Feb 14th 1928 When handed in at Local Office 17. 2. 1928 Port of GLASGOW.
 No. in Survey held at Ardrossan Date, First Survey 10th Nov Last Survey 17th Nov 1927
 Reg. Book. on the Machinery of M.V. DEIDO (Number of Visits 2)
 Built at Ardrossan By whom built Ardrossan Dockyard Ltd. Yard No. 337 Tons } Gross
 Engines made at Greenock By whom made J. & Kincaid & Co Ltd Engine No. when built 1928. } Net
 Boilers made at — By whom made — Boiler No. when made
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended

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 shrunk Thickness parallel to axis
 as fitted Mid. length thickness Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted as fitted
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner
 as fitted as fitted
 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 as fitted
 propeller boss 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 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 Pumps connected to the { No. and size
 { How driven Main Bilge Line { 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 Are they fitted with Valves or Cocks
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates 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 Are the Blow Off Cocks fitted with a spigot and brass covering plate
 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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During progress of work in shops - - -
Dates of Survey while building 1927 Nov. 10-17
During erection on board vessel - - -
Total No. of visits 2

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections 10-11-24
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 the use of oil as fuel been complied with
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, have the requirements of the Rules 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.)

Sea connections and stern tube fitted.
Vessel has proceeded to Greenock to have machinery installed.

The amount of Entry Fee ... £ : : When applied for,
Special ... £ : : @ 4/6
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ 1 : 0 20/3/28

David C Barr,
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

GLASGOW 20 MAR 1928

Assigned See Accompanying Machy Report



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