

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 13 NOV 1929

Date of writing Report 19 When handed in at Local Office 9 11 29 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 22.5.29 Last Survey 7-11-1929
 Reg. Book. on the new steel SIS "KANA". (Number of Visits 5.8)
 Built at Dumbarton By whom built Archd. McMillan & Sons Ltd Yard No. 865 When built 1929
 Engines made at Glasgow By whom made David Rowan & Co Ltd Engine No. 914 when made 1929
 Boilers made at Glasgow By whom made David Rowan & Co Ltd Boiler No. 914 when made 1929
 Registered Horse Power Owners Moss & Co Port belonging to Liverpool
 Nom. Horse Power as per Rule 418 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended General cargo

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 80
 Dia. of Cylinders 23 1/2 - 39 - 65 Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 13.136 Crank pin dia. 13 1/2" Crank webs Mid. length breadth 20" Thickness parallel to axis 8 1/2"
 as fitted 13 3/8" Mid. length thickness 8 1/2" shrunk Thickness around eye-hole 6"
 Intermediate Shafts, diameter as per Rule 12.51" Thrust shaft, diameter at collars as per Rule 13.136"
 as fitted 12 3/4" (Michell) 13 3/8"
 Tube Shafts, diameter as per Rule 13.885" Is the tube screw shaft fitted with a continuous liner yes
 as fitted 14 1/8" Screw Shaft, diameter as per Rule 15.41" as fitted 15 1/4"
 Bronze Liners, thickness in way of bushes as per Rule 13" Thickness between bushes as fitted 3/4" 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 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 yes
 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 no
 Length of Bearing in Stern Bush next to and supporting propeller 4-9"
 Propeller, dia. 16-9" Pitch 17-3" No. of Blades 4 Material Brass whether Moveable no Total Developed Surface 96 sq. feet
 Feed Pumps worked from the Main Engines, No. none Diameter - Stroke - Can one be overhauled while the other is at work -
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 24" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 2 @ 9 1/2 - 7-21 Pumps connected to the Main Bilge Line { No. and size General Donkey - 8 1/2 - 6 x 13" Ballast pump
 How driven Steam How driven Steam
 Ballast Pumps, No. and size 1 @ 10 - 12 1/2 x 24" 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 3 @ 3"
 In Holds, &c. N° 1 hold - 2 @ 2 1/2" N° 2 hold - 2 @ 3" N° 3 hold - 2 @ 2 1/2" Deep tank 2 @ 2 1/2" N° 4 hold 2 @ 3"
N° 5 hold - 1 @ 3" Tunnel well - 1 @ 2 1/2"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 4 1/2"
 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 both
 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 forward hold suction How are they protected under wood casing
 What pipes pass through the deep tanks none 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 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 shelter deck

MAIN BOILERS, &c.—(Letter for record (S) ✓) Total Heating Surface of Boilers 6020 sq. ft. Mat M + Aux. B.
 Is Forced Draft fitted yes No. and Description of Boilers 2 SB. 1 Auxy Working Pressure 200
 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 no Main Boilers yes Auxiliary Boilers yes Donkey Boilers ✓
 (If not state date of approval) Superheaters - General Pumping Arrangements with ship plan Oil fuel Burning Piping Arrangements -
 SPARE GEAR. State the articles supplied:— In accordance with the Rules and in addition one propeller and one screw shaft.

The foregoing is a correct description,

For David Rowan & Co. Ltd
Archd. W. Grierson

Manufacturers.



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Lloyd's Register Foundation

004459-004465-0012

W 23 P 4

1929 May 22-28 June 12-18 20-21-22 25-29 July 1-3-8-9-26-29-30 Aug 1-2-5-6-7-8-9-15-16-17-19-20-21-28
During progress of work in shops - - -
Dates of Survey while building - - -
During erection on board vessel - - -

W 23 P 4
"ANAK" 212
Total No. of visits 208 58 151 208 - 1117
AIP

Dates of Examination of principal parts - Cylinders 6-8-29 Slides 17-9-29 Covers 8-8-29

Pistons 6-8-29 Piston Rods 13-9-29 Connecting rods 15-8-29

Crank shaft 6-8-29 Thrust shaft 9-9-29 Intermediate shafts 21-8-29

Tube shaft - Screw shaft 21-8-29 Propeller 21-8-29

Stern tube 15-8-29 Engine and boiler seatings 9-7-29 Engines holding down bolts 18-10-29

Completion of fitting sea connections 9-8-29

Completion of pumping arrangements 24-10-29 Boilers fixed 15-10-29 Engines tried under steam

Main boiler safety valves adjusted 24-10-29 Thickness of adjusting washers 15-10-29

Crank shaft material J. steel Identification Mark LLOYD'S NO 2169 L.C.D. 6-8-29 Thrust shaft material J. steel Identification Mark LLOYD'S NO 2169 L.C.D. 9-9-29

Intermediate shafts, material J. steel Identification Marks LLOYD'S NO 2157 C.R.R. 17-8-29 Tube shaft, material - Identification Mark LLOYD'S NO 2129 C.R.R. 21-8-29

Screw shaft, material J. steel Identification Mark LLOYD'S NO 2157 C.R.R. 21-8-29 Steam Pipes, material lap steel Test pressure 600 Date of Test 21-10-29

Is an installation fitted for burning oil fuel no Is the flash point of the oil to be used over 150°F. - yes

Have the requirements of the Rules for the use of oil as fuel been complied with - yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo yes in deep tank If so, have the requirements of the Rules been complied with yes

Is this machinery duplicate of a previous case yes If so, state name of vessel "Karak" No. 49633

General Remarks (State quality of workmanship, opinions as to class, &c.)
The materials and workmanship are good.
The machinery has been constructed under special survey in accordance with the Rules, satisfactorily fitted in the vessel, tried under steam and found good. It is eligible in my opinion for Classification and the record + LMC 11.29.

NOTE: The builders state that the Record "Fitted for carrying oil in deep tank" is not required.

It is submitted that this vessel is eligible for THE RECORD. + LMC 11.29 F.D. Cl.

A.G.
9/11/29

Committee's Minute GLASGOW 12 NOV 1929
Assigned + L.M.C. 11 29 F.D.

The amount of Entry Fee ... £ 5 : :
Special ... £ 87 : 14 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 8 - NOV 1929
When received, 12 NOV 1929

S. C. Davis
Engineer Surveyor to Lloyd's Register of Shipping.



The Surveyors are requested not to write on or below the space for Committee's Minute(s).
Certificate to be sent to

CERTIFICATE WRITTEN 70.