

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

19

29

Port of

Glasgow

No. in Survey held at
Reg. Book.

Glasgow

Date, First Survey

22.5.29

Last Survey

7-11-

1929

(Number of Visits 58)

on the new steel S/S "KANA".

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

Messrs S.S. 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

23½"-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.

13½"

Crank webs

Mid. length breadth 20"

Thickness parallel to axis 8½"

Intermediate Shafts, diameter

as per Rule 12.51"

as fitted 12¾"

Thrust shaft, diameter at collars

as per Rule 13.136"

as fitted (friction) 13¾"

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule 13.885"

as fitted 14 7/8"

Is the tube screw shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule 7.22"

as fitted 13"

Thickness between bushes

as per Rule 5.41"

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

14-3"

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 @ 9½"-7-21"

Pumps connected to the

Main Bilge Line

No. and size

General Donkey - 8½"-6x13"

How driven

Steam

Ballast pump

-

Ballast Pumps, No. and size

1 @ 10"-12½x24"

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.

No. 1 hold - 2 @ 2½"

No. 2 hold - 2 @ 3"

No. 3 hold - 2 @ 2½"

Deep Tank 2 @ 2½"

No. 4 hold - 2 @ 3"

No. 5 hold - 1 @ 3"

Tunnel well - 1 @ 2½"

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 @ 4½"

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 Aux.

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. N. Grierson

Manufacturer.



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Lloyd's Register
Foundation

004459-004465-0012

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 - - -
Total No. of visits
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 - - -
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.)
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.
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
Committee's Minute GLASGOW 12 NOV 1929
Assigned + L.M.C. 11.29
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