

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 17 AUG 1928

Date of writing Report 13-8-1928. When handed in at Local Office 19 Port of Llundau

No. in Survey held at Llundau Date, First Survey 2-6-27. Last Survey 10-8-1928
 Reg. Book. 54765 on the S.S. "ATLANTIAN" (Number of Visits 66)

Built at Llundau By whom built Calidon S.B. & E. Co. Ltd. Yard No. 316 When built 1928

Engines made at Llundau By whom made Calidon S.B. & E. Co. Ltd. Engine No. 516 when made 1928

Boilers made at do By whom made do Boiler No. 576 when made 1928

Registered Horse Power Owners F. Luyland & Co. Ltd. Port belonging to Liverpool

Nom. Horse Power as per Rule 777 ~~673~~ 778 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended General

ENGINES, &c.—Description of Engines Quadruple Expansion Revs. per minute 77

Dia. of Cylinders 27", 39", 56", 80" Length of Stroke 54" No. of Cylinders 4 No. of Cranks 4

Crank shaft, dia. of journals 15.5" Crank pin dia. 16 3/4" Crank webs shrunk Thickness parallel to axis 10 3/8"

Intermediate Shafts, diameter 14.8" Thrust shaft, diameter at collars 15.5"

Tube Shafts, diameter 15 3/4" Screw Shaft, diameter 16.3" Is the tube shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes 8" Thickness between bushes 13/16" Is the after end of the liner made watertight in the propeller boss yes

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 yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no

Propeller, dia. 18' 0" Pitch 19' 3" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 102 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 4" Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 4" Can one be overhauled while the other is at work yes

Feed Pumps { No. and size 2-9" x 12" x 24" 1-9" x 12" x 24" Pumps connected to the { No. and size 1-10" x 9" x 24" 2-9" x 8" x 18"
 How driven Steam Main Bilge Line How driven Steam

Ballast Pumps, No. and size 1-10" x 9" x 24" Lubricating Oil Pumps, including Spare Pump, No. and size 1-5" (special)

Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 6-2 1/2" 1-5" (special)

In Holds, &c. 10-3" 4-2 1/2" 1-3 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 11" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 5"

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 above

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 none How are they protected none

What pipes pass through the deep tanks Deep Tank Suctions Have they been tested as per Rule yes

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 Upper Deck

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 11748 sq. ft.

Is Forced Draft fitted yes No. and Description of Boilers 4 single mtd. Working Pressure 215 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes

PLANS. Are approved plans forwarded herewith for Shafting 21-4-27 Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes

(If not state date of approval)

Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:—2 Half Beasons for Bottom mtd, 4 Half Beasons for Lend, one Impeller shaft for Circulating Pump, 2 Train Bearing Belts & nuts, 4 Conn. Rod Top end bolts & nuts, 2 Conn. Rod Bottom end bolts & nuts, 6 Coupling bolts for Series Shafting, 2 Coupling bolts for Crank Shafting, 12 Junk Ring bolts, one H.P. Valve Spindle, one L.P. Valve Spindle, one Escape Valve Spring for each cyl., 8 Studs & nuts for piston rods & Valve spindle glands, 12 Studs & nuts for Cyl. Covers, 12 Studs & nuts for Valve casing, 100 Bolts & nuts assorted, one set of piston rings for H.P. 1.P. & L.P. Cyls, 30 Bottom nuts (plain), 50 Condenser Tubes, 12 tube stoppers, one set of propeller studs & nuts, one set of safety valve springs for each boiler, one propeller blade, one set of valve seats for air pump, one steam slide valve chest for air pump, one steam slide valve chest for feed pumps also one set of valve rings & rods for feed pumps, one set of valve rings & rods for each ballast & Bilge pumps

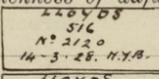
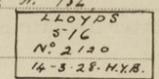
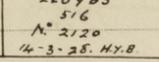
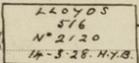
The foregoing is a correct description,
 J. D. Jones
 SECRETARY

Manufacturer.



1927. June. 2. 10. 18. July. 8. Aug. 5. Sept. 14. Oct. 10. 13. 20. 27. 31. Nov. 18. 22. 29.
 Dec. 1. 9. 12. 13. 15. 21. 23. 27. 1928 Jan. 6. 13. 18. 23. 24. Feb. 2. 9. 10. 14. 16. 24. 28. Mar. 1. 12. 13. 19. 21.
 26. 27. 29. April. 2. 10. 16. 17. 19. May. 3. 7. 8. 9. 16.

Dates of Survey while building
 During progress of work in shops --
 During erection on board vessel --
 Total No. of visits 66.

Dates of Examination of principal parts—Cylinders 28-2-28 Slides 13-1-28 Covers 28-2-28
 Pistons 13-1-28 Piston Rods 24-2-28 Connecting rods 6-1-28
 Crank shaft 14-3-28 Thrust shaft 14-3-28 Intermediate shafts 14-3-28
 Tube shaft ✓ Screw shaft 14-3-28 Propeller 14-3-28
 Stern tube 14-3-28 Engine and boiler seatings 7-5-28 Engines holding down bolts 21-5-28
 Completion of fitting sea connections 17-4-28
 Completion of pumping arrangements 12-7-28 Boilers fixed 12-7-28 Engines tried under steam 10-8-28
 Main boiler safety valves adjusted 7-8-28 Thickness of adjusting washers
 Crank shaft material *stul* Identification Mark  Thrust shaft material *stul* Identification Mark 
 Intermediate shafts, material *stul* Identification Marks  Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material *stul* Identification Mark  Steam Pipes, material *stul* Test pressure 645 lb. Date of Test 11-4-28
 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 has been constructed under Special Survey in accordance with the Rules.
 The materials & workmanship are good.
 The machinery has been fitted on board the vessel in an efficient manner, tried under working conditions & found satisfactory & is eligible in my opinion to be Classed + L.M.C. 5-28.

It is submitted that this vessel is eligible for THE RECORD + L.M.C. 5-28 F.D. C.L.
 J.M. 20/8/28

The amount of Entry Fee ... £ 6 : 0 :
 Special ... £ ~~104~~ 113-17-6
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : : 24 8 19

When applied for, 16-8-1928
 When received,

J.M. 20/8/28
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 31 AUG 1928
 Assigned Thome 8.28 J.D. C.L.

