

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 11 AUG 1928

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

19 Port of LiverpoolNo. in Survey held at
Reg. Book.Liverpool

Date, First Survey 2-6-27. Last Survey 10-8-1928

(Number of Visits 66)

54765 on the

S.S. "ATLANTIAN"

Tons } Gross 66
NetBuilt at LiverpoolBy whom built Calder S.B. & E. Co. Ltd.

Yard No. 316

When built 1928

Engines made at LiverpoolBy whom made Calder S.B. & E. Co. Ltd.

Engine No. 516

when made 1928

Boilers made at doBy whom made do

Boiler No. 576

when made 1928

Registered Horse Power

Owners F. Lyland & Co. Ltd.Port belonging to LiverpoolNom. Horse Power as per Rule 777 ~~673~~ 779Is Refrigerating Machinery fitted for cargo purposes noIs Electric Light fitted yes

Trade for which Vessel is intended

General

ENGINES, &c.—Description of Engines

Quadruple ExpansionRevs. per minute 77Dia. of Cylinders 27", 39", 56", 80" Length of Stroke 54" No. of Cylinders 4 No. of Cranks 4Crank shaft, dia. of journals 15.5" as per Rule 16 1/2" as fitted Crank pin dia. 16 3/4" Crank webs shrunk Thickness parallel to axis 10 3/8" Mid. length thickness 7 1/4"Intermediate Shafts, diameter 14.8" as per Rule 15 3/4" as fitted Thrust shaft, diameter at collars 15.5" as per Rule 16 1/2" as fittedTube Shafts, diameter 16.3" as per Rule 17 1/4" as fitted Screw Shaft, diameter 16.3" as per Rule 17 1/4" as fitted Is the tube shaft fitted with a continuous liner yesBronze Liners, thickness in way of bushes 8" as per Rule 7 1/8" as fitted Thickness between bushes 13 1/8" as per Rule 13 1/8" as fitted Is the after end of the liner made watertight in the propeller boss yesIf the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner 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 yesIf 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 yes Length of Bearing in Stern Bush next to and supporting propeller 6-0"Propeller, dia. 18-0" Pitch 19-3" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 10.2 sq. feetFeed 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 yesFeed Pumps No. and size 2-9x12x24" 1-9x12x24" Pumps connected to the Main Bilge Line No. and size 1-10x9x24" 2-9x8x18" How driven Steam SteamBallast Pumps, No. and size 1-10x9x24" 1-9x12x24" 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 yesAre all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks both Are the Overboard Discharges above or below the deep water line aboveAre they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Blow Off Cocks fitted with a spigot and brass covering plate yesAre they each fitted with a Discharge Valve always accessible on the plating of the vessel yes How are they protected yes Have they been tested as per Rule yesWhat Pipes pass through the bunkers none What pipes pass through the deep tanks Deep Tank Suctions Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yesIs 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 DeckMAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 11748 4SB Working Pressure 215 lbsIs Forced Draft fitted yes No. and Description of Boilers 4 single inclinedIS A REPORT ON MAIN BOILERS NOW FORWARDED? yes IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? yesPLANS. Are approved plans forwarded herewith for Shafting 21-4-27 Main Boilers yes Auxiliary Boilers yes Donkey Boilers yesSuperheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yesSPARE GEAR. State the articles supplied:—2 Half Beams for Bottom end, 4 Half Beams for Spind, One Impeller Shaft for Circulating Pump, 2 Main Bearing Belts & Hubs, 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 Jack Ring bolts, One H.P. Valve Spindle, One L.P. Valve Spindle, One Escape Valve Spring for each cyl., 8 Sticks & nuts for piston rods & V-spindle glands, 12 Sticks & nuts for Cyl. Covers, 12 Sticks & nuts for Valve Lining, 100 Bolt & nuts assortedOne Set of piston rings for H.P. 1.P., 2 L.P. Cyls, 30 Bottom Lids (plain), 50 Condenser Tubes, 12 Lids stoppers, one set of propeller shafts & 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 valves, rings & rods for feed pumps, one set of valves, rings & rods for each ballast & Bilge pumps

The foregoing is a correct description.

FOR AND ON BEHALF OF THE SHIPBUILDING & ENGINEERING CO. LTD.
THE CALDER SHIPBUILDING & ENGINEERING CO. LTD.D. G. Brown

SECREARY

Manufacturer.



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Lloyd's Register

Foundation

004520-004526-0012

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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.
During progress of work in shops - -
Dates of Survey while building
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 AFT. PORT B. F. 11/32. A. 1/32. AFT. STAR. B. F. 11/32. A. 1/32.
Crank shaft material still Identification Mark Lloyd's No. 2120 14-3-28. N.Y.B. Thrust shaft material still Identification Mark Lloyd's No. 2120 14-3-28. N.Y.B.
Intermediate shafts, material still Identification Marks Lloyd's No. 2120 14-3-28. N.Y.B. Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material still Identification Mark Lloyd's No. 2120 14-3-28. N.Y.B. Steam Pipes, material still 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 SECOND. + L.M.C. 8-28 F.D. C.

D.M. 20/8/28.

The amount of Entry Fee ... £ 6 : 0 :
Special ... £ 113-17-6
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 16-8-1928
When received, 24-8-28

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 31 AUG 1928

Assigned

Thurs 8.28 J.D.C.

CERTIFICATE WRITTEN.



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