

# REPORT ON MACHINERY.

No. 17670.

Received at London *June 24<sup>th</sup> 1920* When handed in at Local Office *June 24<sup>th</sup> 1920* Port of *Greenock.*

Survey held at *Greenock.* Date, First Survey *14<sup>th</sup> Aug. 1919* Last Survey *June 24<sup>th</sup> 1920.*  
 on the *5<sup>th</sup> MONT AGEL.* (Number of Visits *7*) Tons { Gross *4493.* Net *2806.*

*S. Gadais* Built at *Greenock.* By whom built *Greenock Dockyard Ltd* When built *1920*  
 made at *Greenock.* By whom made *Rankin & Blackmore Ltd (N°371)* when made *1920*

made at *Greenock.* By whom made *Rankin & Blackmore Ltd (N°371)* when made *1920*  
 ed Horse Power Owners *Societe Generale de Transports Maritimes a Vapeur* Port belonging to *Marseille*

orse Power as per Section 28 *354.* Is Refrigerating Machinery fitted for cargo purposes *no.* Is Electric Light fitted *yes.*

RES, &c.—Description of Engines *Triple Expansion* No. of Cylinders *3.* No. of Cranks *3.*  
 Cylinders *25"-41"-68"* Length of Stroke *48"* Revs. per minute *75.* Dia. of Screw shaft *as per rule 14-20* Material of *S.*

screw shaft fitted with a continuous liner the whole length of the stern tube *yes.* Is the after end of the liner made water tight  
 propeller boss *yes.* If the liner is in more than one length are the joints burned *joint* If the liner does not fit tightly at the part

the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive *✓* If two  
 re fitted, is the shaft lapped or protected between the liners *✓* Length of stern bush *60"*

Tunnel shaft *as per rule 12-68.* Dia. of Crank shaft journals *as per rule 13-31* Dia. of Crank pin *13 5/8"* Size of Crank webs *25 3/8" x 8 3/4"* Dia. of thrust shaft under  
*13 5/8"* Dia. of screw *17-6"* Pitch of Screw *17-6"* No. of Blades *4* State whether moveable *no.* Total surface *96 Sqft.*

Feed pumps *2.* Diameter of ditto *3 3/4"* Stroke *24"* Can one be overhauled while the other is at work *yes.*  
 Bilge pumps *2.* Diameter of ditto *4 1/2"* Stroke *24"* Can one be overhauled while the other is at work *yes.*

Donkey Engines *2.* Sizes of Pumps *7 1/2" x 4 1/2" x 8" - 9" x 12" x 12"* No. and size of Suctions connected to both Bilge and Donkey pumps  
 ine Room *6-3 1/2"* Tunnel *1-3 1/2"* In Holds, &c. *Ford holds 4-3 1/2"*

*After holds 4-3 1/2"*  
 ilge Injections *one* sizes *5 1/2"* Connected to condenser, or to circulating pump *C.P.* Is a separate Donkey Suction fitted in Engine room & size *yes-3 1/2"*

the bilge suction pipes fitted with roses *yes.* Are the roses in Engine room always accessible *yes.* Are the sluices on Engine room bulkheads always accessible *✓*  
 connections with the sea direct on the skin of the ship *yes.* Are they Valves or Cocks *Both.*

y fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates *yes.* Are the Discharge Pipes above or below the deep water line *above*  
 y 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.*

pipes are carried through the bunkers *none.* How are they protected *✓*  
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *yes.*

Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges *yes.*  
 Screw Shaft Tunnel watertight *yes.* Is it fitted with a watertight door *yes.* worked from *top platform Eng Room*

ERS, &c.—(Letter for record *S.*) Manufacturers of Steel *Steel Co of Scotland & Lanarkshire Steel Co.*

Heating Surface of Boilers *5550* Is Forced Draft fitted *no.* No. and Description of Boilers *Three Cylr Multiple Single End.*  
 ing Pressure *180 lbs.* Tested by hydraulic pressure to *360 lbs.* Date of test *24-30-1920* No. of Certificate *1447+1451.*

ch boiler be worked separately *yes.* Area of fire grate in each boiler *57.75 Sqft.* No. and Description of Safety Valves to  
 iler *Two Spring.* Area of each valve *7.07* Pressure to which they are adjusted *185 lbs.* Are they fitted with easing gear *yes.*

ot distance between boilers *as per rules and bunkers or woodwork 2-3"* Mean dia. of boilers *14'-0"* Length *11'-0"* Material of shell plates *S.*  
 es *1/8"* Range of tensile strength *28 to 32 tons* Are the shell plates welded or flanged *no.* Descrip. of riveting: *air. seams LAP J.R.*

ams *DBS/T.R.* Diameter of rivet holes in long. seams *1 3/16"* Pitch of rivets *8 3/8"* *END* *width of butt straps 18."*  
 ntages of strength of longitudinal joint *87.4.* Working pressure of shell by rules *181 lbs.* Size of manhole in shell *16" x 12"*

compensating ring *30" x 26" x 1 1/8"* No. and Description of Furnaces in each boiler *3 Doughton* Material *S.* Outside diameter *45 1/4"*  
 of plain part *top* *✓* Thickness of plates *bottom* *17/32* Description of longitudinal joint *Weld.* No. of strengthening rings *✓*

ing pressure of furnace by the rules *181 lbs.* Combustion chamber plates: Material *S.* Thickness: Sides *5/8"* Back *5/8"* Top *5/8"* Bottom *3/4"*  
 of stays to ditto: Sides *9" x 8 1/4"* Back *9 1/4" x 7 3/4"* Top *9 3/8" x 7 3/4"* If stays are fitted with nuts or riveted heads *nuts.* Working pressure by rules *181 lbs.*

ial of stays *S.* Area at smallest part *1.77* Area supported by each stay *74.25* Working pressure by rules *191 lbs.* End plates in steam space:  
 ial *S.* Thickness *1 3/16"* Pitch of stays *19 1/4" x 18"* How are stays secured *D.N.+W.* Working pressure by rules *182 lbs.* Material of stays *S.*

at smallest part *6.35* Area supported by each stay *346.5* Working pressure by rules *191 lbs.* Material of Front plates at bottom *S.*  
 ess *13/16"* Material of Lower back plate *S.* Thickness *29/32* Greatest pitch of stays *13" x 7 3/4"* Working pressure of plate by rules *184 lbs.*

ter of tubes *3 1/4"* Pitch of tubes *4 3/8" x 4 3/8"* Material of tube plates *S.* Thickness: Front *13/16"* Back *3/4"* Mean pitch of stays *8 3/4" x 8 3/4"*  
 across wide water spaces *13 3/4" + 9 1/16" doubling.* Working pressures by rules *226 lbs.* Girders to Chamber tops: Material *S.* Depth and

ess of girder at centre *9 1/2" x 1 1/2"* Length as per rule *33 5/8"* Distance apart *9 3/8"* Number and pitch of stays in each *3 @ 7 3/4"*  
 ing pressure by rules *183 lbs.* Steam dome: description of joint to shell *none.* % of strength of joint *✓*

ter *✓* Thickness of shell plates *✓* Material *✓* Description of longitudinal joint *✓* Diam. of rivet holes *✓*  
 of rivets *✓* Working pressure of shell by rules *✓* Crown plates *✓* Thickness *✓* How stayed *✓*

REHEATER. Type *✓* Date of Approval of Plan *✓* Tested by Hydraulic Pressure to *✓*  
 f Test *✓* Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler *✓*

ter of Safety Valve *✓* Pressure to which each is adjusted *✓* Is Easing Gear fitted *✓*

008049 - 008060 - 0095



IS A DONKEY BOILER FITTED? *no.*

If so, is a report now forwarded? ☒

SPARE GEAR. State the articles supplied:— *Two top and bottom end bolts and nuts.  
Two main bearing bolts and nuts. Set of coupling bolts and nuts.  
Set of Air, Feed and Bilge pump valves. Set of piston rings.  
A quantity of assorted bolts and nuts and iron of various sizes.  
Spare propeller.*

The foregoing is a correct description,

RANKIN & BLACKMORE, LTD.,

*H. J. Rankin*

Director.

Manufacturer.

Dates of Survey while building { During progress of work in shops - - 1919. Aug. 14-21-25. Sept. 1-3-15-17-19-26-30. Oct. 6-14-22-26-31. Nov. 6-10-13. Dec. 1-4-8-10-15-18-23-27-30 1920 Jan. 12  
During erection on board vessel - - - 16-21-26-28-29. Feb. 2-5-9-13-17-19-23-26. Mar. 2-5-9-11-16-18-20-23-26-30. Apr. 5-8-15-20-22-24-26-28-30. May. 3-4-6-18.  
Total No. of visits 78. May. 20-24-26-27-31. June. 1-3-5-8-11-12-17-21-24.

Is the approved plan of main boiler forwarded herewith *yes.*

" " " donkey " " " *yes.*

Dates of Examination of principal parts—Cylinders *13-2-20.* Slides *18-3-20.* Covers *13-2-20.* Pistons *2-3-20.* Rods *23-2-20.*  
Connecting rods *23-2-20.* Crank shaft *15-12-19.* Thrust shaft *26-2-20.* Tunnel shafts *20-4-20.* Screw shaft *20-4-20.* Propeller *8-4-20.*  
Stern tube *20-4-20.* Steam pipes tested *5-6-20.* Engine and boiler seatings *22-4-20.* Engines holding down bolts *1-6-20.*

Completion of pumping arrangements *17-6-20.* Boilers fixed *1-6-20.* Engines tried under steam *17-6-20 & 24-6-20*

Completion of fitting sea connections *26-4-20.* Stern tube *22-4-20.* Screw shaft and propeller *26-4-20.*

Main boiler safety valves adjusted *17-6-20.* Thickness of adjusting washers *P 3/8" S 7/16" P 3/8" S 13/32" P 13/32" S 3/8"*

Material of Crank shaft *S.* Identification Mark on Do *WL 501* Material of Thrust shaft *S.* Identification Mark on Do *501 J.R.*

Material of Tunnel shafts *S.* Identification Marks on Do *501 WL J.R.* Material of Screw shafts *S.* Identification Marks on Do *501 J.R.*

Material of Steam Pipes *Wrought Iron* Test pressure *600 lb.*

Is an installation fitted for burning oil fuel *yes.* Is the flash point of the oil to be used over 150°F. *yes.*

Have the requirements of Section 49 of the Rules been complied with *yes.*

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 Engines and Boilers have been*

*constructed under Special Survey. The materials and Workmanship good.*

*The Engines and Boilers have been satisfactorily installed in vessel and examined under full steam & found satisfactory.*

*This vessel is eligible in my opinion to have the record of T.L.M.C. 6-20 in Register Book and fitted for oil fuel 6-20. Flash point above 150°F.*

*Submitted the vessel to eligible for* **FITTED FOR OIL FUEL 6-20 F.P. ABOVE 150°F.**  
**THE RECORD. T.L.M.C. 6-20** *H.F. 1/7/20*

The amount of Entry Fee ... £ *3 : 0 : 0* When applied for

Special ... £ *37 : 14 : 0* *June 25 1920*

Donkey Boiler Fee ... £ *✓* When received

Travelling Expenses (if any) £ *✓* *28/6/20*

Committee's Minute **GLASGOW 29 JUN 1920**

Assigned *+ L M C 6,20*

*Fitted for oil fuel 6,20 F.P. above 150°F*

*J. Robinson*  
Engineer Surveyor to Lloyd's Register of Shipping.



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