

REPORT ON MACHINERY.

No. 3642.

Date of writing Report 7 December 1920 When handed in at Local Office 7 December 1920 Port of Queenstown
No. in Survey held at Haulbowline Reg. Book. on the *Stt. Sc. H. "John Curran"* Date, First Survey 9 June Last Survey 10 November 1920
(Number of Visits 13)
Master ☒ Built at Montrose By whom built Montrose Shipbuilding Co.
Engines made at Bedford By whom made W. H. Allen, Son & Co., Ltd.
Boilers made at Lincoln By whom made Ruston, Proctor & Co., Ltd.
Registered Horse Power Owners The Admiralty Port belonging to
Nom. Horse Power as per Section 28 75 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No

ENGINES, &c.—Description of Engines Triple Expansion No. of Cylinders 3 No. of Cranks 3
Dia. of Cylinders 12", 20" & 34" Length of Stroke 23" Revs. per minute 110 Dia. of Screw shaft as per rule Material of screw shaft as fitted 7 5/8 in. Is the after end of the liner made water tight
Is the screw shaft fitted with a continuous liner the whole length of the stern tube Yes If the liner is in more than one length are the joints burned Yes If the liner does not fit tightly at the part in the propeller boss Yes 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 Length of stern bush 30 1/2 in.
Intermediate as per rule Dia. of Crank shaft journals as per rule 6 3/4 in. Dia. of Crank pin 6 3/4 in. Size of Crank webs 4 3/4 x 10 1/4 Dia. of thrust shaft under collars 6 3/4 in Dia. of screw 8" 4" Pitch of Screw 11" 6" No. of Blades 4 State whether moveable No. Total surface Yes
No. of Feed pumps 1 Diameter of ditto 2 in Stroke 12 in Can one be overhauled while the other is at work Yes
No. of Bilge pumps 1 Diameter of ditto 2 1/2 in Stroke 12 in Can one be overhauled while the other is at work Yes
No. of Donkey Engines 1 Sizes of Pumps 5 1/4 x 3 1/2 x 5 (Tangye). No. and size of Suctions connected to both Bilge and Donkey pumps
In Engine Room 1, 2 in. and a 2 in. Ejector suction In Holds, &c. One, 2 in.

No. of Bilge Injections 1 sizes 3 in Connected to condenser, or to circulating pump Yes Is a separate Donkey Suction fitted in Engine room & size Yes, 2 in.
Are all 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 none
Are all connections with the sea direct on the skin of the ship Yes Are they 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 Discharge Pipes 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 are carried through the bunkers Bilge and Steam exhaust How are they protected Wood casings.
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes.
Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges Yes
Is the Screw Shaft Tunnel watertight Not any Is it fitted with a watertight door Yes worked from Yes

OILERS, &c.—(Letter for record) Manufacturers of Steel See Grimsby Report No. 10575.

Total Heating Surface of Boilers Is Forced Draft fitted No. and Description of Boilers
Working Pressure Tested by hydraulic pressure to Date of test No. of Certificate
Can each boiler be worked separately Area of fire grate in each boiler No. and Description of Safety Valves to each boiler
Area of each valve Pressure to which they are adjusted Are they fitted with easing gear
Smallest distance between boilers or uptakes and bunkers or woodwork Mean dia. of boilers Length Material of shell plates
Thickness Range of tensile strength Are the shell plates welded or flanged Descrip. of riveting: cir. seams
Long. seams Diameter of rivet holes in long. seams Pitch of rivets Lap of plates or width of butt straps
Percentages of strength of longitudinal joint plates Working pressure of shell by rules Size of manhole in shell
Size of compensating ring No. and Description of Furnaces in each boiler Material Outside diameter
Length of plain part top Thickness of plates crown Description of longitudinal joint No. of strengthening rings
Working pressure of furnace by the rules Combustion chamber plates: Material Thickness: Sides Back Top Bottom
Pitch of stays to ditto: Sides Back Top If stays are fitted with nuts or riveted heads Working pressure by rules
Material of stays Area at smallest part Area supported by each stay Working pressure by rules End plates in steam space:
Material Thickness Pitch of stays How are stays secured Working pressure by rules Material of stays
Area at smallest part Area supported by each stay Working pressure by rules Material of Front plates at bottom
Thickness Material of Lower back plate Thickness Greatest pitch of stays Working pressure of plate by rules
Diameter of tubes Pitch of tubes Material of tube plates Thickness: Front Back Mean pitch of stays
Pitch across wide water spaces Working pressures by rules Girders to Chamber tops: Material Depth and
Thickness of girder at centre Length as per rule Distance apart Number and pitch of stays in each
Working pressure by rules Steam dome: description of joint to shell % of strength of joint
Diameter Thickness of shell plates Material Description of longitudinal joint Diam. of rivet holes
Pitch of rivets Working pressure of shell by rules Crown plates Thickness How stayed
SUPERHEATER. Type Date of Approval of Plan Tested by Hydraulic Pressure to
Date of Test Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler
Diameter of Safety Valve Pressure to which each is adjusted Is Easing Gear fitted

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.

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

Is the approved plan of main boiler forwarded herewith

" " " donkey " " "

Dates of Examination of principal parts—Cylinders

Slides

Covers

Pistons

Rods

Connecting rods

Crank shaft

Thrust shaft

Tunnel shafts

Screw shaft

Propeller

Stern tube

Steam pipes tested

Engine and boiler seatings

Engines holding down bolts

Completion of pumping arrangements

Boilers fixed

Engines tried under steam

Completion of fitting sea connections

Stern tube

* Screw shaft and propeller

Main boiler safety valves adjusted

Thickness of adjusting washers

Material of Crank shaft

Identification Mark on Do.

Material of Thrust shaft

Identification Mark on Do.

Material of Tunnel shafts

Identification Marks on Do.

Material of Screw shafts

Identification Marks on Do.

Material of Steam Pipes

Test pressure

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 Section 49 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 Machinery of this Vessel was constructed under British Corporation Survey: the materials and workmanship appear to be of sound and good quality: a successful steam trial has been held: see also the Repair Report for the Periodical Survey now held. In my opinion the Machinery renders the Vessel eligible for record of LMC 11,20

Certificate (if required) to be sent to

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

The amount of Entry Fee	... £	:	:	When applied for,
Special	... £	:	:	19...
Donkey Boiler Fee	... £	:	:	When received,
Travelling Expenses (if any)	£	:	:	19...

Committee's Minute

FRI. 17 DEC. 1920

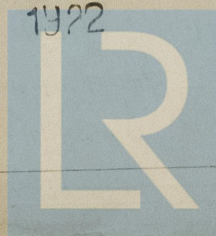
Assigned

LHC 11,20

Herbert N. Dove

Engineer Surveyor to Lloyd's Register of Shipping.

FRI 27 JAN 1922



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Foundation