

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

10 FEB 1937

Date of writing Report 28th Jan. 1937 When handed in at Local Office 28th Jan. 1937 Port of GREENOCK.
 No. in Survey held at Port Glasgow Date, First Survey 1st DECEMBER. 1936 Last Survey 14th Dec. 1936
 Reg. Book. Supp. 87974 on the S. S. "DARLENY" (Number of Visits 3)
 Tons { Gross 5205
 Net 3126
 Built at Port Glasgow By whom built W. Hamilton & Co. Ltd. Yard No. 427 When built 1937.
 Engines made at Glasgow By whom made D. Rowan & Co. Ltd. Engine No. When made 1937.
 Boilers made at By whom made Boiler No. When made
 Registered Horse Power Owners Carriks Shipping Co. Ltd. (Anglo-Rensay) Port belonging to Glasgow.
 Is Electric Light fitted
 Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Dia. of Cylinders	Length of Stroke	No. of Cylinders	Revs. per minute
as per Rule	Crank pin dia.	Mid. length breadth	No. of Cranks
as fitted	Crank webs	Mid. length thickness	Thickness parallel to axis
Intermediate Shafts, diameter	as per Rule	Thrust shaft, diameter at collars	Thickness around eye-hole
as fitted	as fitted	as fitted	as fitted
Tube Shafts, diameter	as per Rule	Is the tube shaft fitted with a continuous liner	
as fitted	as fitted		
Bronze Liners, thickness in way of bushes	as per Rule	Is the after end of the liner made watertight in the	
as fitted	as fitted		
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			
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	
If so, state type		Material <u>Bronze</u> whether Movable <u>No</u>	Total Developed Surface sq. feet
Propeller, dia.	Pitch	No. of Blades	Can one be overhauled while the other is at work
Feed Pumps worked from the Main Engines, No.	Diameter	Stroke	Can one be overhauled while the other is at work
Bilge Pumps worked from the Main Engines, No.	Diameter	Stroke	
Feed Pumps	No. and size	Pumps connected to the Main Bilge Line	No. and size
How driven		How driven	
Ballast Pumps, No. and size		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			
In Pump Room			

Main Water Circulating Pump Direct Bilge Suctions, No. and size

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

What Pipes pass through the bunkers

What pipes pass through the deep tanks

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

Independent Power Pump Direct Suctions to the Engine Room Bilges,

Are they fitted with Valves or Cocks

Are the Overboard Discharges above or below the deep water line

Are the Blow Off Cocks fitted with a spigot and brass covering plate

How are they protected

Have they been tested as per Rule

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

Is Forced Draft fitted

No. and Description of Boilers

Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

(If not state date of approval)

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.



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00917-008927-0097

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

1st, 10th & 14th Dec. 1936.

3.

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

10-12-36

Engines holding down bolts

Completion of fitting sea connections

14-12-36

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

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

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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.)

examined: latter left partly loose for shipping boilers. Fitting of sea connections, stern tube, propeller & shaft examined previous to launch. The vessel was tared & stowed & have machinery installed.

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

Committee's Minute GLASGOW 9-FEB 1937

Assigned See Gls. Rpt. No. 57965

Engineer Surveyor to Lloyd's Register of Shipping.



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