

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 17 JUN 1929

Date of writing Report 19 When handed in at Local Office 15-6-1929 Port of Belfast

No. in Survey held at Belfast Date, First Survey 31st Oct. 1928 Last Survey 11th June 1929
Reg. Book. 89854 on the Steel screw Steamer "DEEBANK" (Number of Visits 80)

Built at Belfast By whom built James Workman Clark (1928) Ltd. Yard No. 506 When built 1929

Engines made at Belfast By whom made James Workman Clark (1928) Ltd. Engine No. 506 when made 1929

Boilers made at Belfast By whom made James Workman Clark (1928) Ltd. Boiler No. 506 when made 1929

Registered Horse Power Owners The Bank Line, Ltd. Port belonging to Belfast

Nom. Horse Power as per Rule 565 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended Ocean. fring

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

Dia. of Cylinders 22" 32" 46 3/4" 68" Length of Stroke 48 No. of Cylinders 4 No. of Cranks 4

Crank shaft, dia. of journals as per Rule 13.902" Crank pin dia. 1 1/4" Crank webs Mid. length breadth 21 3/8" Thickness parallel to axis 10 1/2"
as fitted 1 1/4" Mid. length thickness 10 1/2" shrunk Thickness around eye-hole 6 1/4"

Intermediate Shafts, diameter as per Rule 13.24" Thrust shaft, diameter at collars as per Rule 13.902"
as fitted 13 1/16" as fitted 1 1/4"

Tube Shafts, diameter as per Rule 14.72" Is the tube shaft fitted with a continuous liner Yes
as fitted 15" as fitted 15" Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 7/49 Thickness between bushes as per Rule 562 Is the after end of the liner made watertight in the
as fitted 3/4" as fitted 19/32" 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 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

Length of Bearing in Stern Bush next to and supporting propeller 5-6"

Propeller, dia. 17'-9" Pitch 16'-3" No. of Blades 4 Material bronze whether Moveable Yes Total Developed Surface 95 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 4 1/4" Stroke 2 1/4" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/4" Stroke 2 1/4" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size two 8" 10 1/2" 22" Pumps connected to the { No. and size Ballast 12" 12" 12" Gen. bilge 8" 10 1/2" 22"
How driven steam Main Bilge Line How driven steam

Ballast Pumps, No. and size One 12" 12" 12" duplex Lubricating Oil Pumps, including Spare Pump, No. and size —

*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 4-3" in engine room 1-3" Tunnel well

In Holds, &c. N°1 Hold 2-3 N°2 Hold 2-3 1/2 N°3 Coal Bunker 2-3 1/2 Deep Tank 2-3"

N°4 Hold 2-3" N°5 Hold 2-3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size one at 9" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One ballast pump 5" dia. 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 below

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 Bilge How are they protected wood ceiling

What pipes pass through the deep tanks none 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 Engine Room
Shutter Deck

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 8112 sq. ft.

Is Forced Draft fitted Yes No. and Description of Boilers 3 S.E. Cylindrical 3 S.B. Working Pressure 260 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 Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes

(If not state date of approval)

Superheaters — General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:—

2 Top End Bolts + Nuts	1 Set Valves for Feed Pump	1 Propeller Shaft + Nut
2 Bottom " "	1 " " " Bilge "	
2 Main Bearing Bolts + Nuts	1 Air Pump Rod	2 Cast Iron Propeller
1 Set of Longscrew Bolts + Nuts	2 Feed check valves	Blades
2 Cylindrical Safety Valves	1 Dry. Gauge Glasses	
1 Set H.P. Piston Rings + Springs	2 Dry. Packing rings for do.	
1 " M.P. " "	2 Safety Valve Springs	
100 Condenser Journals	1 Dry. Plain Tubes	
25 " " Tubes	100 Finishes	
	1 Set Tank Stoppers	

The foregoing is a correct description,

PRO WORKMAN CLARK (1928) LIMITED.

F. Cunningham

Manufacturer.



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Lloyd's Register
Foundation

010362-010368-0194

1928
Oct 31 Nov. 2. 6. 8. 13. 16. 21. 23. 28. 30 Dec 3. 5. 6. 9. 17. 20
1929
Jan 1. 4. 8. 11. 15. 17. 24. 30
Feb 4. 7. 19. 21. 22. 26. 27 Mar 4. 5. 6. 7. 8. 12. 13. 18. 20. 22. 26. 27. 28 Apr 4. 8. 10. 12.
15. 16. 17. 18. 19. 22. 23. 24. 26. 30 May 2. 6. 9. 8. 10. 15. 14. 15. 16. 17. 20. 21. 22. 23. 24. 27. 28. 30
June 4. 5. 7. 11
Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits 80

Dates of Examination of principal parts—Cylinders 22/3/29 H.P. Cyl. 13/3/29 Slides 28/3/29 Covers 28/3/29
Pistons 28/3/29 Piston Rods 4/4/29 Connecting rods 8/3/29
Crank shaft 2/3/29 Thrust shaft 12/4/29 Intermediate shafts 20/3/29
Tube shaft 12/4/29 Screw shaft 12/4/29 Propeller 4/4/29
Stern tube 10/4/29 Engine and boiler seatings 19/4/29 Engines holding down bolts 15/5/29
Completion of fitting sea connections 23/4/29
Completion of pumping arrangements 5/6/29 Boilers fixed 15/5/29 Engines tried under steam 4/6/29
Main boiler safety valves adjusted 4/6/29 Thickness of adjusting washers PORT BLR. CENTRE BLR. STAR BLR.
Crank shaft material Steel Identification Mark LLOYDS N° 38 A.D.M. 8-3-29 Thrust shaft material Steel Identification Mark LLOYDS N° 32 A.D.M. 12-4-29
Intermediate shafts, material Steel Identification Marks LLOYDS N° 53 A.D.M. 20-3-29 Tube shaft, material Steel Identification Mark
Screw shaft, material Steel Identification Mark LLOYDS N° 50 A.D.M. 12-4-29 Steam Pipes, material S.D. Steel Test pressure 780 lbs. Date of Test 4/3/29 & 30/5/29
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 the Rules for carrying and burning oil fuel 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 machinery of this vessel was constructed under Special Survey. The materials and workmanship are sound and good. The main engines and auxiliaries were tried under steam at a motored trial and sea trial, with satisfactory results. In my opinion the vessel is eligible for notation in the Register Book + L.M.C. 6.29 C.L.
Boiler Pressure 260 lbs. fitted for oil fuel F.P. above 150°F

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 6.29. C.L. F.D.
Fitted for OIL FUEL 6.29 F.P. above 150°F

19.6.29
J. J. J. Rm

Certificate to be sent to
The amount of Entry Fee ... £ 6 : - : When applied for,
Special ... £ 103 : 5 : 15-6-1929
Donkey Boiler Fee ... £ - : - : When received,
Travelling Expenses (if any) £ - : - : 22-6-1929
Committee's Minute FRI. 21 JUN 1929
Assigned + L.M.C. 6.29 F.D. C.L.
Fitted for Oil Fuel 6.29 F.P. above 150°F
CERTIFICATE WRITTEN