

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 1<sup>st</sup> May 1930 When handed in at Local Office 1<sup>st</sup> May 1930 Port of Leith

No. in Survey held at Burntisland Date, First Survey 23<sup>rd</sup> Jan Last Survey 23<sup>rd</sup> April 1930  
Reg. Book. 40223 on the S/S "ESKDALEGATE" (Number of Visits 11)

Built at Burntisland By whom built Burntisland S.B. Co Ltd Yard No. 160 When built 1930  
Engines made at Glasgow By whom made D. Rowan & Co Ltd Engine No. 928 when made 1930

Boilers made at Glasgow By whom made D. Rowan & Co Ltd Boiler No. 928 when made 1930

Registered Horse Power 354 Owners Jurnbull Scott Shipping Co Ltd Port belonging to London

Nom. Horse Power as per Rule 354 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes

Trade for which Vessel is intended ✓

**ENGINES, &c.—Description of Engines**

Description of Engines		Revs. per minute	
Dia. of Cylinders	Length of Stroke	No. of Cylinders	No. of Cranks
as per Rule	Crank pin dia.	Mid. length breadth	Thickness parallel to axis
as fitted	Crank web	Mid. length thickness	Thickness around eye-hole
Intermediate Shafts, diameter	as per Rule	Thrust shaft, diameter at collars	as per Rule
as fitted	as fitted	as fitted	as fitted
Tube Shafts, diameter	Screw Shaft, diameter	shaft fitted with a continuous liner	
as per Rule	as per Rule		
as fitted	as fitted		
Bronze Liners, thickness in way of bushes	Thickness between bushes	Is the after end of the liner made watertight in the propeller boss	
as per Rule	as fitted		
as fitted	as fitted		
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			
If so, state type			
Length of Bearing in Stern Bush next to and supporting propeller			
Propeller, dia.	Pitch	No. of Blades	Material
Feed Pumps worked from the Main Engines, No.		Diameter	Stroke
Bilge Pumps worked from the Main Engines, No.		Diameter	Stroke
Feed Pumps	No. and size	Pumps connected to the Main Bilge Line	
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 Holds, &c.			

*for Particulars see Gls. Rpt. No 50238*

*Start 2-2 1/2" Port 1-2 1/2"*

*No 1 Hold: 2-3", No 2 Hold: 2-3 1/2", No 3 Hold: 2-3", No 4 Hold 1-3" (Centre)*

*1-6" Independent Power Pump Direct Suctions to the Engine Room Bilges*

*1-4 1/2" fitted on port side*

*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* 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 pass through the bunkers* Bilge suction to fore holds

*How are they protected* In the limbers

*What pipes pass through the deep tanks* ✓

*Have they been tested as per Rule* ✓

*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* Top platform

**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?

**PLANS.** Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements

**SPARE GEAR.** State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



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NOTE.—The words which do not apply should be deleted.

During progress of work in shops - - *1930*  
 Dates of Survey while building *Jan 23<sup>rd</sup> Feb 11<sup>th</sup> Mar 4<sup>th</sup> 14<sup>th</sup> 20<sup>th</sup> 24<sup>th</sup> 26<sup>th</sup> 31<sup>st</sup> April 4<sup>th</sup> 10<sup>th</sup> 23<sup>rd</sup>*  
 During erection on board vessel - - -  
 Total No. of visits *11*

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 in place *26-3-30*  
 Stern tube in place *14-3-30* Engine and boiler seatings *14-3-30* Engines holding down bolts *4-4-30*  
 Completion of fitting sea connections *14-3-30* Boilers fixed *4-4-30* Engines tried under steam *23-4-30*  
 Completion of pumping arrangements *4-4-30* Thickness of adjusting washers *Star + 221 S.V. 1/32 P.V. 3/8 Port 221 S.V. 7/16 P.V. 9/32*  
 Main boiler safety valves adjusted *10-4-30* Aux = 221 S.V. 7/16 P.V. 9/32  
 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 *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 *Yes* If so, state name of vessel *1/2 "Skeldergate"*

General Remarks (State quality of workmanship, opinions as to class, &c.)

*This Machinery has been efficiently fitted on board, the materials & workmanship being sound & good. On completion all safety valves were adjusted under steam, & the Main & Auxiliary Machinery were tried at sea under working conditions & were found satisfactory. In my opinion this machinery is in good order & condition & is eligible to be classed in the Register Book with the notation of + L.M.C. 4-30, + T.S.C.L.*

It is submitted that this vessel is eligible for THE RECORD + L.M.C. 4-30. C.

*J.H.*  
*2/5/30*

Certificate to be sent to Glasgow. The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ : :  
 Special ... £ : :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ *1* : *12* : *0*

When applied for, *1/5/30*  
 When received, *8.5.30*

John Houston  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
 Assigned  
 TUE. 6 MAY 1930  
 + Amb. 4.30



CERTIFICATE WRITTEN