

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 1st May 1930 When handed in at Local Office 1st May 1930 Port of Leith  
No. in Survey held at Burntisland Date, First Survey 23rd Jan Last Survey 23rd 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 Tons Gross 4250.26 Net 2633.71  
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 Owners Turnbull 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

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks  
Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis  
Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted  
Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted  
Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the propeller boss  
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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller  
Propeller, dia. Pitch No. of Blades Material whether Movable Total Developed Surface sq. feet  
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 Can one be overhauled while the other is at work  
Feed Pumps No. and size How driven Pumps connected to the Main Bilge Line No. and size 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 Start 2-2 1/2" Port 1-2 1/2"  
In Holds, &c. No 1 Hold: 2-3", No 2 Hold: 2-3 1/2", No 3 Hold: 2-3", No 4 Hold 1-3" (Centre)  
Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 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 hold How are they protected In the limbers  
What pipes pass through the deep tanks 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 top platform

MAIN BOILERS, &c.—(Letter for record)

Total Heating Surface of Boilers Working Pressure  
Is Forced Draft fitted No. and Description of Boilers  
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 Oil fuel Burning Piping Arrangements  
SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



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010537-010544-0230



During progress of work in shops - - - *1930*  
 Dates of Survey while building { *Jan 23 Feb 11 Mar 4 14 20 24 26 31 April 4 10 23*  
 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 21 S.V. 1/32 P.V. 3/8 Port 21 S.V. 7/16 P.V. 9/32*  
 Main boiler safety valves adjusted *10-4-30* Identification Mark \_\_\_\_\_ Thrust shaft material \_\_\_\_\_ Identification Mark \_\_\_\_\_  
 Crank shaft material \_\_\_\_\_ Identification Marks \_\_\_\_\_ Tube shaft, material \_\_\_\_\_ Identification Mark \_\_\_\_\_  
 Intermediate shafts, material \_\_\_\_\_ Identification Mark \_\_\_\_\_ Steam Pipes, material \_\_\_\_\_ Test pressure \_\_\_\_\_ Date of Test \_\_\_\_\_  
 Screw shaft, material \_\_\_\_\_ Identification Mark \_\_\_\_\_ Is the flash point of the oil to be used over 150°F. ☒  
 Is an installation fitted for burning oil fuel *No* 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 *“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. Ck.*

*John Houston*  
*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

*+ L.M.C. 4-30*

CERTIFICATE WRITTEN



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