

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 13 MAR 1930
 Date of writing Report 19 When handed in at Local Office 17.3.1930 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 10.9.29 Last Survey 13.3.1930
 Reg. Book. 40223 on the new steel S/S "Eskdalegate"
 (Number of Visits 38)
 Tons { Gross 4250
 Net 2634
 Built at Burntisland By whom built Burntisland S.S. Co. Ltd. Yard No. 160 When built 1930
 Engines made at Glasgow By whom made David Rowan & Co. Ltd. Engine No. 928 when made 1930
 Boilers made at Glasgow By whom made David Rowan & Co. Ltd. Boiler No. 928 when made 1930
 Registered Horse Power 100 Owners Jurnell Scott Shipping Co. Ltd. Port belonging to London
 Nom. Horse Power as per Rule 349 1/4 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended U.S. Mail

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute
 Dia. of Cylinders 23-39-65 Length of Stroke 45" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 12.695" Crank pin dia. 13" Crank webs Mid. length breadth 18 1/2" Thickness parallel to axis 8 1/8"
 as fitted 12 3/4" Mid. length thickness 8 1/2" Thickness around eye-hole 8 3/4"
 Intermediate Shafts, diameter as per Rule 12.09" Thrust shaft, diameter at collars as per Rule 12.695"
 as fitted 12 1/8" as fitted 12 3/4" Is the lube shaft fitted with a continuous liner yes
 Tube Shafts, diameter as per Rule 13.59" as fitted 13 3/4" Is the screw shaft fitted with a continuous liner yes
 as fitted 11 1/3" as fitted 11 1/2" Is the after end of the liner made watertight in the
 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 yes
 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 4'-4"
 Propeller, dia. 18'-0" Pitch 18'-0" No. of Blades 4 Material Cast iron whether Moveable no Total Developed Surface 104.6 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 24" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 24" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 1 @ 8" x 5" x 8. 1 @ 6" x 4" x 6 Pumps connected to the { No. and size Ballast pumps
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size 1 @ 9" x 12" x 12" 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. -

Main Water Circulating Pump Direct Bilge Suctions, No. and size - Independent Power Pump Direct Suctions to the Engine Room Bilge
 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 fitted with Valves or Cocks -
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stowhold plates - Are the Overboard Discharges above or below the deep water line
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel - Are the Blow Off Cocks fitted with a spigot and brass covering plate
 What Pipes pass through the bunkers - How are they protected -
 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 -
 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 -

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 5851 sq. ft. (total)
 Is Forced Draft fitted no No. and Description of Boilers 2 SB & 1 aux Working Pressure 200
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? -
 PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers yes Donkey Boilers -
 (If not state date of approval)
 Superheaters - General Pumping Arrangements no Oil fuel Burning Piping Arrangements -
 SPARE GEAR. State the articles supplied:— In accordance with the Rules and in addition:—
one cast iron propeller and one screw shaft

The foregoing is a correct description,

For David Rowan & Co. Ltd.
 Archd. W. Grierson,

Manufacturer.



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010537-010544-0231

See separate report.

1929 Sep 10 Oct 11 Nov 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 Dec 31 1930 Jan 9

During progress of work in shops - - - 10 13 16 20 22 23 24 27 28 Feb 3 5 26 Mar 4 5 10 13

Dates of Survey while building - - - 10 13 16 20 22 23 24 27 28 Feb 3 5 26 Mar 4 5 10 13

During erection on board vessel - - - 10 13 16 20 22 23 24 27 28 Feb 3 5 26 Mar 4 5 10 13

Total No. of visits 38

Dates of Examination of principal parts - Cylinders 11-12-29 Slides 23-1-30 Covers 20-12-29

Pistons 27-12-29 Piston Rods 22-1-30 Connecting rods 10-1-30

Crank shaft 26-12-29 Thrust shaft 22-1-30 Intermediate shafts 20-1-30

Tube shaft 10-3-30 Propeller 10-3-30

Screw shaft 10-3-30 Engines holding down bolts 10-3-30

Stern tube 25-2-30 Engine and boiler seatings 10-3-30

Completion of fitting sea connections 10-3-30

Completion of pumping arrangements 10-3-30 Boilers fixed 10-3-30 Engines tried under steam 10-3-30

Main boiler safety valves adjusted 10-3-30

Thrust shaft material 10-3-30 Identification Mark 10-3-30

Tube shaft, material 10-3-30 Identification Mark 10-3-30

Screw shaft, material 10-3-30 Identification Mark 10-3-30

Steam Pipes, material 10-3-30 Test pressure 600 Date of Test 22-1-30

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 -

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.)

The materials and workmanship are good

The machinery has been constructed under special survey in accordance with the Rules. It has been sent to Burntisland to be fitted in the vessel.

This Machinery has been efficiently fitted on board, tried under steam & found satisfactory.

John Houston.

Leith 1/3/30.

The amount of Entry Fee ... £ 5 - - -

4/5 fee Special due 6/17 = 7:18 MAR 1930

1/5 Donkey Boiler Fee due 15/9 = 5:26/4 1930

Travelling Expenses (if any) £ : : 26/4 1930

Committee's Minute GLASGOW 18 MAR 1930

Assigned Deferred.

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