

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

13 MAR 1930

12 MAY 1930

Date of writing Report 19 17 3 19 30 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"
 Built at Burntisland By whom built Burntisland S B 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 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

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute
 Dia. of Cylinders 23-39-65 Length of Stroke 45 1/2 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 Crank pin dia. 13 Mid. length thickness 8 1/2 shrunk Thickness around eye-hole 2 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 as fitted 12 3/4 as fitted 12 3/4 as fitted 12 3/4
 Tube Shafts, diameter as per Rule 13.59 Is the tube shaft fitted with a continuous liner yes
 as fitted 13 3/4 as fitted 13 3/4 as fitted 13 3/4 as fitted 13 3/4
 Screw Shaft, diameter as per Rule 13.59 Is the screw shaft fitted with a continuous liner yes
 as fitted 13 3/4 as fitted 13 3/4 as fitted 13 3/4 as fitted 13 3/4
 Bronze Liners, thickness in way of bushes as per Rule 1.13 Thickness between bushes as per Rule .53
 as fitted 3/4 as fitted 1/2 as fitted 1/2 as fitted 1/2
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner no
 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 no 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 @ 8x5x8, 1 @ 6x4x6 Pumps connected to the { No. and size Ballast pumps
 How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size 1 @ 9x12x12 Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler no Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room no
 In Holds, &c. no
 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 stakenhold 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 auxy 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? no
 PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers yes Donkey Boilers no
 Superheaters no General Pumping Arrangements no Oil fuel Burning Piping Arrangements no
 SPARE GEAR. State the articles supplied:— In accordance with the Rules and in addition:—
one cast iron propeller and one screw shaft

See separate report.

The foregoing is a correct description,
 For David Rowan & Co. Ltd
 Archd. N. Grierson

Manufacturer.



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1929 Sep 10 Oct 4 Nov 5 13 18 22 26 27 29 Dec 3 4 11 12 16 17 19 20 23 24 26 27 (1930) Jan 9

Dates of Survey while building: During progress of work in shops --- 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 20-1-30 Intermediate shafts 20-1-30

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

Stern tube 25-2-30 Engine and boiler seatings 1st Engines holding down bolts 1st

Completion of fitting sea connections 1st Boilers fixed 1st Engines tried under steam 1st

Completion of pumping arrangements 1st Thickness of adjusting washers 1st

Main boiler safety valves adjusted 1st Thrust shaft material 9. steel Identification Mark

Crank shaft material 9. steel Identification Mark

Intermediate shafts, material 9. steel Identification Marks

Screw shaft, material 9. steel Identification Mark

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

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 --- 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.

John Houston. Leith 1/3/30.

A.B. 17/3/30

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

The amount of Entry Fee ... £ 5 ---

Special due of £ 61=17=7

Donkey Boiler Fee due of £ 15=9=5

Travelling Expenses (if any) £

When applied for, 18 MAR 1930

When received, 26/4/1930

S. Davis. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 18 MAR 1930

Assigned Deferred.

