

REPORT ON MACHINERY.

No. 104

Received at London Office

MONDAY 26 JAN 1885

No. in Survey held at
Reg. Book.

Bergen

Date, first Survey 10th June 1884 Last Survey 3rd January 1885

(Number of Visits 28.)

1544.66

on the Iron S.S. "Ganger Rolf"

Tons 1193.85

Drawings of
Materials

Master C. H. Möller

Built at

Bergen

By whom built

Martens Olsen & Co

When built

1885

Engines made at

Bergen

By whom made

Martens Olsen & Co

when made

1885

Boilers made at

Bergen

By whom made

Martens, Olsen & Co

when made

1885.

Registered Horse Power

130

Owners

Holt & Isachsen

Port belonging to

Stavanger

Machine where
ed & Supplied

ENGINES, &c.—

Description of Engines Direct acting, inverted, High and low pressure, surface condensing

Diameter of Cylinders 30" x 57" Length of Stroke 33 No. of Rev. per minute 76 Point of Cut off, High Pressure 15 1/4" Low Pressure 17"

Diameter of Screw shaft 9 1/2" Diam. of Tunnel shaft 9" Diam. of Crank shaft journals 9 1/2" Diam. of Crank pin 10" size of Crank webs 6 1/8 x 11"

Diameter of screw 13' 5 1/2" Pitch of screw 15'-0" No. of blades 4 state whether moveable no. total surface 600'

No. of Feed pumps 2 diameter of ditto 3 1/4" Stroke 23 1/2" Can one be overhauled while the other is at work yes

No. of Bilge pumps 2 diameter of ditto 3 1/4" Stroke 23 1/2" Can one be overhauled while the other is at work yes

Where do they pump from each compartment.

No. of Donkey Engines 2 Size of Pumps 7 3/4" x 9" x 4 1/8" x 7" Where do they pump from Ballast tanks, each

hold, from bilge, from sea into boilers and on deck.

Are all the bilge suction pipes fitted with roses yes Are the roses always accessible yes Are the sluices on Engine room bulkheads always accessible yes

No. of bilge injections 1 and sizes 5 3/4 Are they connected to condenser, or to circulating pump circulating pump.

How are the pumps worked balance worked from low pressure crosshead

Are all connections with the sea direct on the skin of the ship yes Are they Valves or Cocks Valves and cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the discharge pipes 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 are carried through the bunkers none How are they protected

Are all pipes, cocks, valves, and pumps in connection with the machinery accessible at all times yes

Are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilges yes

When were stern tube, propeller, screw shaft, and all connections examined in dry dock 16th December 1884.

Is the screw shaft tunnel watertight yes and fitted with a sluice door yes worked from main deck

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BOILERS, &c.—

Number of Boilers two Description single ended, circular. Whether Steel or Iron Iron

Working Pressure 80 Tested by hydraulic pressure to 160 Date of test Octbr: 9th '84

Description of superheating apparatus or steam chest upright circular neck flanged steam chest

Can each boiler be worked separately yes Can the superheater be shut off and the boiler worked separately

No. of square feet of fire grate surface in each boiler 360' Description of safety valves spring No. to each boiler two

Area of each valve 90" Are they fitted with easing gear yes No. of safety valves to superheater area of each valve

Are they fitted with easing gear Smallest distance between boilers and bunkers or woodwork 12" Diameter of boilers 11' 1 1/2"

Length of boilers 10' 6" description of riveting of shell long. seams double strap circum. seams double riv. lap Thickness of shell plates 3/4"

Diameter of rivet holes 1 1/8" whether punched or drilled punched pitch of rivets 5.1 Lap of plating

Percentage of strength of longitudinal joint 79.16 working pressure of shell by rules 81.08 size of manholes in shell 11' x 15"

Size of compensating rings inside steam doorn No. of Furnaces in each boiler two

Outside diameter 3' 1" length, top 7' 4" bottom 9' 6" thickness of plates 1/2" description of joint single lap if rings are fitted 1/2" ring

Greatest length between rings working pressure of furnace by the rules 83 combustion chamber plating, thickness, sides 1/2 back 1/2 top 1/2

Pitch of stays to ditto, sides 8 back 8 top 24" radius If stays are fitted with nuts or riveted heads rivetter heads working pressure of plating by

rules 120 Diameter of stays at smallest part 1 1/8" working pressure of ditto by rules 93 end plates in steam space, thickness 3/4

Rate for pitch of stays to ditto 16 1/2" how stays are secured double nuts and washers working pressure by rules 84 diameter of stays at

smallest part 1 1/16" working pressure by rules 81 Front plates at bottom, thickness 1/16 Back plates, thickness 1/16

Greatest pitch of stays 8 working pressure by rules 93 Diameter of tubes 3 1/2" pitch of tubes 4 7/8" thickness of tube

plates, front 1/16 back 3/4 how stayed stay ties pitch of stays 9 1/2 x 16 width of water spaces 4 1/2 to 8"

Diameter of Superheater or Steam chest 2' 6" length 3' 0" thickness of plates 7/16 description of longitudinal joint double lap diam. of rivet holes 13/16

Pitch of rivets 2 7/8 working pressure of shell by rules over 80 diameter of flue thickness of plates If stiffened with rings

Distance between rings working pressure by rules end plates of superheater, or steam chest; thickness 7/8 how stayed Egg ended

Superheater or steam chest; how connected to boiler rivetter single

Shippi

DONKEY BOILER— Description *Upright circular, cross tubes*
Made at *Gateshead* by whom made *Blanks Chapman & Co* when made *1884* where fixed *Stokehole*
Working pressure *80* tested by hydraulic pressure to *160* No. of Certificate *1748* fire grate area *180* description of safety
valves *spring* No. of safety valves *one* area of each *110* if fitted with easing gear *yes* if steam from main boilers can
enter the donkey boiler *no* diameter of donkey boiler length description of riveting
Thickness of shell plates diameter of rivet holes whether punched or drilled pitch of rivets lap of plating
per centage of strength of joint thickness of crown plates stayed by
Diameter of furnace, top bottom length of furnace thickness of plates description of joint
Thickness of furnace crown plates stayed by working pressure of shell by rules
Working pressure of furnace by rules diameter of uptake thickness of plates thickness of water tubes

Mark on Donkey Boiler

SPARE GEAR. State the articles supplied:— *One spare Crankshaft.*

*One spare Propellershaft, One Slide valve spindle, 2 connecting rods
top end bolts and nuts, 2 connecting rod bottom-end bolts and nuts, 2
main-bearing bolts, One set of coupling bolts, One set of feed and bilge
pump valves, One set of piston springs, a quantity of assorted bolts and nuts
from of various sizes, 12 boiler tubes 18 condenser tubes, 1 Spare Propeller, etc.—*

*No 1748.
Lloyd's Test
160 to
R.H.
20.9.84.*

The foregoing is a correct description,

Martin Owen Manufacturer.

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

*The Material and workmanship of Engines and Boilers is good.
The Engines worked very well on the trial trips, and every
thing was in good order.— I set the safety valves ten
eighty pounds working pressure and they worked well.—
It is my opinion that the Engines and boilers of the
S.S. "Ganger Rolf" is this day the 3rd of January 1885.
in a good safe working condition eligible to obtain
the Mark + L.M.C. in the Register Book.—*

*It is submitted that this
vessel is eligible to have
the notification of L.M.C.
recorded M 26/1/85*

The amount of Entry Fee .. £ 2. : 0 : 0 received by me,

Special £ 19 : 10 : 0

Donkey Boiler Fee £ 2 : 2 : 0

Certificate (if required) .. £ 0 : 2 : 6 *5th Jan 1885*

To be sent as per margin.

(Travelling Expenses, if any, £ 1.0.0)

Committee's Minute

TUESDAY 27 JAN 1885

Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

E. H. H. H. H.



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Foundation