

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

19 SEP 1934

Date of writing Report 19 When handed in at Local Office 18.9.1934 Port of Glasgow
 No. in Survey held at Grangemouth Date, First Survey 5th May 31 Last Survey 17th Sept 1934
 Reg. Book. 75588 on the S.S. ELKHOUND (Number of Visits 25)
 Built at Bristol By whom built C. Hill & Sons Ltd Yard No. ✓ When built 1929
 Engines made at Clydebank By whom made Aitchison Blair & Co. Engine No. 181 When made 1934
 Boilers made at Glasgow By whom made S. Rowan & Co. Boiler No. 386 When made 1934
 Registered Horse Power Owners Irvine Steamship Ltd Port belonging to London
 Nom. Horse Power as per Rule 106 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Canada

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 144
 Dia. of Cylinders 14"-23"-38" Length of Stroke 24" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
 as fitted Intermediate Shafts, diameter as per Rule Please See Glasgow report No. 51738 as fitted
 as fitted Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner
 as fitted 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
 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 Moveable 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 1 off 7" x 5" x 8" Pumps connected to the { No. and size 1 off 4" x 4" x 5"
 { How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size NONE Lubricating Oil Pumps, including Spare Pump, No. and size NONE
 Are two independent means arranged for circulating water through the Oil Cooler NONE Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 1 off 2 1/2" Boiler room 2 off 2"
 In Pump Room 1 off 2" Cargo pump In Holds, &c. ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 @ 2 1/2" Are all the Bilge Suction Pipes in holds and tank 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 till 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 yes
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Overboard Discharges below the deep water line yes
 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 NONE How are they protected ✓
 What pipes pass through the deep tanks NONE 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 NONE Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2040 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers I. S. B. Working Pressure 180 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Please See Glasgow report No. 51738
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?
 Is the donkey boiler intended to be used for domestic purposes only ✓
 PLANS. Are approved plans forwarded herewith for Shafting ✓ Main Boilers YES Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)
 Superheaters ✓ General Pumping Arrangements yes Oil fuel Burning Piping Arrangements YES

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes
 State the principal additional spare gear supplied 6 condenser tubes, 6 plain boiler tubes, 6 junk
 ring bolts

The foregoing is a correct description,

Manufacturer.



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W1000-0019

During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits - 25 -

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft Final examination 6/8/34 Propeller 1-9-31 6/8/34
Stern tube Engine and boiler seatings 25-6-31 Engines holding down bolts 6-10-31
Completion of fitting sea connections 13-5-31 1-9-31
Completion of pumping arrangements 30-10-31 Boilers fixed 15-9-31 Engines tried under steam 30-10-31 13-9-34
Main boiler safety valves adjusted 27-10-31 13/9/34 Thickness of adjusting washers Port valve 3/8" Starb valve 5/16
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 Copper Test pressure 360 lb. Date of Test 12-10-31
Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes
Have the requirements of the Rules for the use of oil as fuel been complied with Yes
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Yes If so, have the requirements of the Rules been complied with ✓
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
Is this machinery duplicate of a previous case No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been properly secured on board, tried under full working condition and found satisfactory and eligible in my opinion for the record in the Register Book of + N.E. & B. 9-34 T.B.C.L. Fitted for Oil Fuel 9-34 F.P. above 150°F.

19/9/34 Boiler examined internally and externally together with safety valves doors and mountings, no deterioration

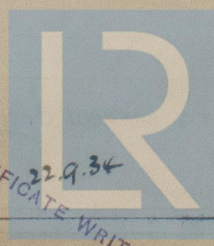
The amount of Entry Fee ... £ : ✓ :
Special ... £ 5 : 6 :
Donkey Boiler Fee ... £ ✓ : ✓ :
Travelling Expenses (if any) £ 2 : 7 - 8 :
When applied for, 18 SEP 1934
When received, 20-9-34

G. E. Murdoch
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 18 SEP 1934

Assigned + LMC 9.34 + NE & B 9.34
Note Shaft

Fitted for oil fuel 9.34 F.P. above 150°F.



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