

Rpt. 4.

No. 14454.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19th Feb^y 1930 When handed in at Local Office 19th Feb^y 1930 Port of Leith Received at London Office 20 FEB 1930

No. in Survey held at Burntisland Date, First Survey 3rd Dec 1929 Last Survey 4th Feb^y 1930
 Reg. Book. 2323 on the S/S "SKELDERGATE" (Number of Visits 10)

Built at Burntisland By whom built Burntisland S. B. Co Ltd Yard No. 159 Tons Gross 4250.43
 Engines made at Glasgow By whom made D. Rowan & Co Ltd Engine No. 927 When built 1930
 Boilers made at Glasgow By whom made D. Rowan & Co Ltd Boiler No. 927 when made 1930
 Registered Horse Power ✓ Owners The Redgate Steamship 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..... Revs. per minute.....
 Crank shaft, dia. of journals..... Crank pin dia..... Crank webs..... No. of Cranks.....
 Intermediate Shafts, diameter..... Thrust shaft, diameter.....
 Tube Shafts, diameter..... Screw Shaft, diameter.....
 Bronze Liners, thickness in way of bushes.....
 Propeller, dia..... Pitch..... No. of Blades..... Material.....
 Feed Pumps worked from the Main Engines, No..... Diameter..... Stroke.....
 Bilge Pumps worked from the Main Engines, No..... Diameter..... Stroke.....
 Feed Pumps { No. and size 1-8" x 5" x 8", 1-6" x 4" x 6" Pumps connected to the { No. and size one - 9" x 12" x 12" Duplex.
 How driven Duplex, Steam-driven Main Bilge Line { How driven Steam-driven.
 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 Starboard 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 timbers
 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 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

Is Forced Draft fitted..... No. and Description of Boilers..... Working Pressure.....

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:— Two main bearing bolts; two top end bolts & nuts;
two bottom end bolts & nuts; two sets of coupling bolts; one set of feed &
bilge pump valves; one set of piston rings for each piston; one propeller;
one propeller shaft; 1 dozen condenser tubes & ferrules; 6 plain boiler tubes;
assorted bolts & nuts, & iron of various sizes.

The foregoing is a correct description,

Manufacturer.



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Foundation

W1017-2149

Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits 10.

1929 Decr. 3, 13, 17, 20, 24, 27. 1930 Jan. 8-17, 23. Feb. 4.

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 17-12-29.
 Stern tube in place 13-12-29. Engine and boiler seatings 13-12-29. Engines holding down bolts 17-1-30.
 Completion of fitting sea connections 13-12-29.
 Completion of pumping arrangements 23-1-30. Boilers fixed 17-1-30. Engines tried under steam 4-2-30.
 Main boiler safety valves adjusted 23-1-30. Thickness of adjusting washers Star Bdr. S.V. 5/16" P.V. 3/8". Port Bdr. S.V. 5/16" P.V. 3/8".
 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 Test pressure Date of Test
 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 No. If so, have the requirements of the Rules 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.)

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. 2-30, + T.S.C.C.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 2-30. CL.

257.
 27/2/30

The amount of Entry Fee ... £
 Special ... £
 Donkey Boiler Fee ... £
 Travelling Expenses (if any) £ 1-8-6

When applied for, 19 Feb 1930
 When received, 26/2/30

John Houston.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 28 FEB. 1930

Assigned

+ L.M.C. 2-30 CL.

CERTIFICATE WRITTEN



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