

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 49991

Received at London Office -1 JAN 1930

Date of writing Report 19 When handed in at Local Office 30.12.1929 Port of Glasgow  
 No. in Survey held at Glasgow Reg. Book. Date, First Survey 10.9.29 Last Survey 24-12-1929  
 on the new steel S/S "SKELDERGATE" (Number of Visits 31)  
 Built at Buntisland By whom built Buntisland S.B. Co. Ltd. Yard No. 159 Tons Gross 4250 Net 2634  
 Engines made at Glasgow By whom made David Rowan & Co. Ltd. Engine No. 924 When built 1930  
 Boilers made at Glasgow By whom made David Rowan & Co. Ltd. Boiler No. 924 when made 1930  
 Registered Horse Power 21-8 Owners P.S.-S.I.-P Port belonging to P  
 Nom. Horse Power as per Rule 24654 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 Trade for which Vessel is intended P.C.-S.I.-O.I

ENGINES, &c.—Description of Engines Triple expansion  
 Dia. of Cylinders 23"-39"-65 Length of Stroke 45 No. of Cylinders 3 Revs. per minute  
 Crank shaft, dia. of journals as per Rule 12.695" as fitted 12 3/4" Crank pin dia. 13" Crank webs Mid. length breadth 18 1/2" Mid. length thickness 8 1/2" No. of Cranks 3 Thickness parallel to axis 8 1/8" Thickness around eye-hole 5 3/4"  
 Intermediate Shafts, diameter as per Rule 12.09" as fitted 12 1/8" Thrust shaft, diameter at collars as per Rule 12.695" as fitted 12 3/4" (Mischell)  
 Tube Shafts, diameter as per Rule 13.59" as fitted 13 3/4" Is the tube screw shaft fitted with a continuous liner yes  
 Bronze Liners, thickness in way of bushes as per Rule 7.13" as fitted 3/4" Thickness between bushes as per Rule 5.53" as fitted 1 1/16" 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 4-7"  
 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 1/4" 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 10 8" x 5" x 8" 10 6" x 4" x 6" How driven steam Pumps connected to the Main Bilge Line No. and size Ballast pump How driven steam  
 Ballast Pumps, No. and size 10 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  
 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 Bilges  
 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 man-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 58510' (4686+1165)  
 Is Forced Draft fitted no No. and Description of Boilers 3 SB 2SB 1 Aux SB Working Pressure 200 lbs  
 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 & one screw shaft.

The foregoing is a correct description,

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

Manufacturer.



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Lloyd's Register  
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W617-0150



1929 Sep 10 Oct 11 Nov 5 6 7 11 13 15 22 28 29 Dec 2 3 4 5 6 9 10 11 12 13 16 17

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 31

Dates of Examination of principal parts—Cylinders 28-11-29 Slides 11-12-29 Covers 14-12-29

Pistons 9-12-29 Piston Rods 9-12-29 Connecting rods 5-12-29

Crank shaft 26-11-29 Thrust shaft 2-12-29 Intermediate shafts 10-12-29

Tube shaft Screw shaft 10-12-29 Propellers 10 & 16-12-29

Stern tube 6-12-29 Engine and boiler seatings Engines holding down bolts -

Completion of fitting sea connections -

Completion of pumping arrangements - Boilers fixed - Engines tried under steam -

Main boiler safety valves adjusted - Thickness of adjusting washers -

Crank shaft material 9. Steel Identification Mark LLOYDS N° 3199 26-11-29 Thrust shaft material 9. Steel Identification Mark LLOYDS N° 3199 2-12-29

Intermediate shafts, material 9. Steel Identification Marks LLOYDS N° 3199 10-12-29 Tube shaft, material - Identification Mark -

Screw shaft, material 9. Steel Identification Mark LLOYDS N° 3199 10-12-29 Steam Pipes, material Steel Test pressure 600 Date of Test 11-12-29

Is an installation fitted for burning oil fuel - 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 no If so, state name of vessel -

**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 forwarded to Burntisland to be fitted in the vessel.

The amount of Entry Fee £ 5 : :  
 4/6 Special Use 9th 4/6 £ 61 : 17 : 7  
 1/2 Donkey Boiler Fee 1st 4/6 £ 15 : 9 : 5  
 Travelling Expenses (if any) £ : :  
 When applied for 31 DEC 1929  
 When received 6th Feb 1930

Committee's Minute GLASGOW 31 DEC 1929

Assigned Deferred.

S. C. Davis.

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 28 FEB. 1930

See Lth 36.  
17757  
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