

Rpt. 4.

No. 18965

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 5.9.28 When handed in at Local Office 2nd OCTOBER 1928 Port of Greenock Received at London Office 10 OCT 1928

No. in Survey held at Greenock Date, First Survey 21st February 1928 Last Survey 20th September 1928
 Reg. Book. S/S "Tomislav" (Number of Visits 51)

Built at P'elgorow By whom built R Duncan & Co Yard No. 386 Tons 1928
 Engines made at Greenock By whom made John & Kincaid & Co Engine No. 650 When built 1928
 Boilers made at ditto By whom made ditto Boiler No. 650 when made 1928
 Registered Horse Power 512 Owners Babunza & Co (Managers) Port belonging to Dulnoir & Co
 Nom. Horse Power as per Rule 512 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Foreign

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 70

Dia. of Cylinders 24" 44" 73" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.86 Crank pin dia. 14" Crank webs Mid. length breadth 14" Mid. length thickness 14" Thickness parallel to axis 8 3/4" Thickness around eye-hole 8 3/16"

Intermediate Shafts, diameter as per Rule 13.21 as fitted 13 1/4" Thrust shaft, diameter at collars as per Rule 13.86 as fitted 14"

Tube Shafts, diameter as per Rule as fitted 14.4" Screw Shaft, diameter as per Rule 15" Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 448 as fitted 13 1/16" Thickness between bushes as per Rule 56 as fitted 5 1/8" 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 Yes

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 Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yes

Propeller, dia. 18' 0" Pitch 14' 3" No. of Blades 4 Material Brass whether Moveable No Total Developed Surface 100 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 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 one 9 1/2" x 4 1/2" How driven Steam Pumps connected to the Main Bilge Line { No. and size one 8 x 13-10 How driven Steam

Ballast Pumps, No. and size one 8 1/2 x 13 1/2 Lubricating Oil Pumps, including Spare Pump, No. and size —

Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3 at 2 1/2" - 2. 2"

In Holds, &c. 7' 0" 2. 2 3/4" - 7' 0" 2. 3 1/2" Deep Tank 2. 2 1/2" 7' 0" 3. 2. 2 3/4" 7' 0" 4. 1 3 1/2"

Tunnel well 1 2 1/4"

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 8" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 5"

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 Yes

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 None How are they protected —

What pipes pass through the deep tanks None Have they been tested as per Rule Yes

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 U.E.R. Platform

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4528.8 sq. ft. 7529

Is Forced Draft fitted Yes No. and Description of Boilers 3 Single Ended Working Pressure 180

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 Yes Main Boilers Yes Auxiliary Boilers — Donkey Boilers —

(If not state date of approval)

Superheaters — General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:— 2 Connecting Rod top end Bolt & nut, ditto for bottom end, 2 Main Bearing bolts one set of Coupling bolts one set of Feed & Bilge Pump Bolts, a quantity of assorted lock & wash, 900 of various sizes

The foregoing is a correct description,
 FOR JOHN G. KINCAID & CO. LONDON

W. Carter

DIRECTOR

Manufacturer.



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Lloyd's Register Foundation

W1061-0199

(1928) 4th 21-29 Mar 8-12-22 April 2-10-19-24 May 1-8-18-25-30-31 June 1-6-11-14-19-21-22-26 July 10-14-20-24-26-30
During progress of work in shops - - - Aug. 1-8-13-14-15-14-20-21-22-23-24-30 Sept. 1-6-7-10-12-13-18-21-29
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 51

Dates of Examination of principal parts—Cylinders 15-8-28 Slides 21-8-28 Covers 15-8-28
Pistons 14-8-28 Piston Rods 17-8-28 Connecting rods 17-8-28
Crank shaft 22-8-28 Thrust shaft 22-8-28 Intermediate shafts 22-8-28
Tube shaft ✓ Screw shaft 14-8-28 Propeller 14-8-28
Stern tube 20-4-28 Engine and boiler seatings 20-8-28 Engines holding down bolts 6-9-28
Completion of fitting sea connections 20-8-28
Completion of pumping arrangements 21-9-28 Boilers fixed 6-9-28 Engines tried under steam 29-9-28
Main boiler safety valves adjusted 21-9-28 Thickness of adjusting washers S 13/16 P 11/32 S 11/16 P 11/32 S 11/32 P 11/32
Crank shaft material S Identification Mark L.R. 650 W.G.M. Thrust shaft material S Identification Mark 4346 L.R.
Intermediate shafts, material S Identification Marks 2585-6-16/2 Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material S Identification Mark L.R. 2585 W.G.M. Steam Pipes, material hms Test pressure 540 Date of Test 12-9-28
Is an installation fitted for burning oil fuel 910 Is the flash point of the oil to be used over 150°F. ✓
Have the requirements of the Rules for carrying and burning oil fuel been complied with ✓
Is this machinery duplicate of a previous case 910 If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. These Engines & Boilers have been built under special survey in accordance with the approved plans & the workmanship & material are of good quality. They are now securely fitted on board, tried under steam & found satisfactory. The machinery is eligible in my opinion for the record of L.M.C. 9-28

It is submitted that this vessel is eligible for THE RECORD. + LMC 9-28 Cl. F.D.

W.A. 12/10/28
J.P.

The amount of Entry Fee ... £ 6 : ✓ : When applied for, 1st OCTOBER 1928.
Special ... £ 100 : 12 :
Donkey Boiler Fee ... £ : : When received, 3rd OCTOBER 1928.
Travelling Expenses (if any) £ : :
Certificate to be sent to
The Surveyors are requested not to write on or below the space for Committee's Minute.

Committee's Minute GLASGOW 9 / OCT 1928
Assigned + LMC 9,28
70.

W. Gordon-Musclie
Engineer Surveyor to Lloyd's Register of Shipping.