

REPORT ON MACHINERY.

No. 90507

Received at London Office

-7 AUG 1926

-5 AUG 1926

Port of LIVERPOOL

Date, First Survey June 24th

Last Survey July 29th 1926

(Number of Visits 2)

of writing Report

19

When handed in at Local Office

o. in Survey held at
eg. Book. on the

Galtney

s/s "C. C. Mengel, Jr."

By whom built J. Grichton & Co. Ltd.

Tons } Gross
Net

When built 1926

aster
Engines made at Stockton

By whom made Barker & Sons

when made 1926

Boilers made at Stockton

By whom made Riley Bros. Ltd.

when made 1926

Registered Horse Power

Owners Mengel & Co. Ltd.

Port belonging to Axmin

om. Horse Power as per Section 28 2/

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

GINES, &c.—Description of Engines Compound

No. of Cylinders 2

No. of Cranks 2

ia. of Cylinders

Length of Stroke

Revs. per minute

Dia. of Screw shaft

as per rule

Material of

the screw shaft fitted with a continuous liner the whole length of the stern tube No liner

Is the after end of the liner made water tight

the propeller boss If the liner is in more than one length are the joints burned

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

ners are fitted, is the shaft lapped or protected between the liners

Length of stern bush 1'6"

Dia. of Tunnel shaft

as per rule

Dia. of Crank shaft journals

as per rule

Dia. of Crank pin

Size of Crank webs

Dia. of thrust shaft under

ollars

Dia. of screw

Pitch of Screw

No. of Blades

State whether moveable

Total surface

No. of Feed pumps

Diameter of ditto

Stroke

Can one be overhauled while the other is at work

No. of Bilge pumps

Diameter of ditto

Stroke

Can one be overhauled while the other is at work

No. of Donkey Engines 1

Sizes of Pumps

Duplex 4 1/2" x 2 3/4" x 4"

No. and size of Suctions connected to both Bilge and Donkey pumps

n Engine Room

1-1/2" dia

In Holds, &c. Forward 1-1/2" dia. Aft 1-1/2" dia.

No. of Bilge Injections 1

sizes 2 1/2"

Connected to condenser, or to circulating pump circ. pumps a separate Donkey Suction fitted in Engine room & size 1 1/2" dia

Are all the bilge suction pipes fitted with roses

Yes

Are the roses in Engine room always accessible

Yes

Are the sluices on Engine room bulkheads always accessible None

Are all connections with the sea direct on the skin of the ship

Yes

Are they Valves or Cocks

Valves & 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 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 are carried through the bunkers

None

How are they protected

Yes

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Yes

Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges

Yes

Is the Screw Shaft Tunnel watertight

None

Is it fitted with a watertight door

Yes

worked from

Yes

OILERS, &c.—(Letter for record

Manufacturers of Steel

Total Heating Surface of Boilers

Is Forced Draft fitted

No. and Description of Boilers

Working Pressure

Tested by hydraulic pressure to

Date of test

No. of Certificate

Can each boiler be worked separately

Area of fire grate in each boiler

No. and Description of Safety Valves to

each boiler

Area of each valve

Pressure to which they are adjusted

135 lb

Are they fitted with easing gear Yes

Smallest distance between boilers or uptakes and bunkers or woodwork

9"

Mean dia. of boilers

Length

Material of shell plates

Thickness

Range of tensile strength

Are the shell plates welded or flanged

Descrip. of riveting: cir. seams

ong. seams

Diameter of rivet holes in long. seams

Pitch of rivets

Lap of plates or width of butt straps

Per centages of strength of longitudinal joint

rivets

Working pressure of shell by rules

Size of manhole in shell

Size of compensating ring

No. and Description of Furnaces in each boiler

Material

Outside diameter

Length of plain part

top

Thickness of plates

crown

Description of longitudinal joint

No. of strengthening rings

Working pressure of furnace by the rules

Combustion chamber plates: Material

Thickness: Sides

Back

Top

Bottom

Pitch of stays to ditto: Sides

Back

Top

If stays are fitted with nuts or riveted heads

Working pressure by rules

Material of stays

Area at smallest part

Area supported by each stay

Working pressure by rules

End plates in steam space:

Material

Thickness

Pitch of stays

How are stays secured

Working pressure by rules

Material of stays

Area at smallest part

Area supported by each stay

Working pressure by rules

Material of Front plates at bottom

Thickness

Material of Lower back plate

Thickness

Greatest pitch of stays

Working pressure of plate by rules

Diameter of tubes

Pitch of tubes

Material of tube plates

Thickness: Front

Back

Mean pitch of stays

Pitch across wide water spaces

Working pressures by rules

Girders to Chamber tops: Material

Depth and

thickness of girder at centre

Length as per rule

Distance apart

Number and pitch of stays in each

% of strength of joint

Working pressure by rules

Steam dome: description of joint to shell

Diameter

Thickness of shell plates

Material

Description of longitudinal joint

Diam. of rivet holes

Pitch of rivets

Working pressure of shell by rules

Crown plates

Thickness

How stayed

SUPERHEATER. Type

Date of Approval of Plan

Tested by Hydraulic Pressure to

Date of Test

Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler

Diameter of Safety Valve

Pressure to which each is adjusted

Is Easing Gear fitted

W1104-0412

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Foundation

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

For & on behalf of J. CRICHTON & CO. LTD.

Director.

Manufacturer.

Dates { During progress of work in shops - - June 24. July 29.
of Survey while { During erection on board vessel - - -
building { Total No. of visits 2.

Is the approved plan of main boiler forwarded herewith

" " " donkey " " "

Dates of Examination of principal parts—Cylinders Slides Covers Pistons Rods
Connecting rods Crank shaft Thrust shaft Tunnel shafts Screw shaft Propeller 24/6/26
Stern tube Steam pipes tested 9/7/26 Engine and boiler seatings 24/6/26, 29/7/26 Engines holding down bolts 29/7/26
Completion of pumping arrangements 29/7/26 Boilers fixed 29/7/26 Engines tried under steam 29/7/26
Completion of fitting sea connections 24/6/26 Stern tube 24/6/26 Screw shaft and propeller 24/6/26
Main boiler safety valves adjusted 29/7/26 Thickness of adjusting washers S. 5/32 P. 5/16
Material of Crank shaft Identification Mark on Do. Material of Thrust shaft Identification Mark on Do.
Material of Tunnel shafts Identification Marks on Do. Material of Screw shafts Identification Marks on Do.
Material of Steam Pipes Copper Test pressure 230 lb.
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 Section 49 of the Rules been complied with ✓
Is this machinery duplicate of a previous case If so, state name of vessel

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

The Engines and Boilers (See Middlesbrough Reports Nos. 12691, 12693) have been securely fitted on board and tried under steam. The safety valves have been adjusted to the working pressure and tested for accumulation. When tried at sea under full working conditions same were found satisfactory in every respect.

In my opinion, the machinery is eligible to be classed with record in the Register Book of LMC 7.26

The pumping arrangements are in accordance with the approved plan and the Secretary's letter (E) of 7/5/26.

The spare gear has been completed

It is submitted that this vessel is eligible for THE RECORD + LMC 7.26.

RA. 9806 GPK

The amount of Entry Fee ... £ : : When applied for, 2nd Mo. 1926
Special (Part. Fee) ... £ 3 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ - : 11/6 : Paid 12/7/26

H. G. Oxford,
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL - 6 AUG. 1926

Assigned + L.M.C. 7.26.

CERTIFICATE WRITTEN

Electric Light.

When fee is paid.



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