

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

5 SEP 1928

Date of writing Report *Aug 27 1928* When handed in at Local Office *29.8.1928* Port of *Glasgow*
 No. in Survey held at *Glasgow & Leith* Date, First Survey *25.4.28* Last Survey *9.8.1928*
 Reg. Book. on the *S.T. "MUDA"* (Number of Visits *9*)
 Built at *Leith* By whom built *My: Robb Ltd.* Yard No. *109* Tons {Gross *82.17*
 Engines made at *Coatbridge* By whom made *W Beardmore & Co Ltd* Engine No. *647* when built *1928*
 Boilers made at *Stockton on Tees* By whom made *Wm Riley Bros Ltd* Boiler No. *5829* when made *1928*
 Registered Horse Power *✓* Owners *Beira Boating Co Ltd* Port belonging to *London*
 Nom. Horse Power as per Rule *54* Is Refrigerating Machinery fitted for cargo purposes *No* Is Electric Light fitted *yes*
 Trade for which Vessel is intended *Towing purposes*

ENGINES, &c.—Description of Engines *Compound* Revs. per minute *120*
 Dia. of Cylinders *14 - 30"* Length of Stroke *21"* No. of Cylinders *Two* No. of Cranks *Two*
 Crank shaft, dia. of journals *as per Rule 6.24"* Crank pin dia. *6 3/8"* Crank webs *Mid. length breadth 10 3/4"* Thickness parallel to axis *4"*
 Intermediate Shafts, diameter *as per Rule 5.9"* Thrust shaft, diameter at collars *as per Rule 6.24"* Thickness around eye-hole *3"*
 Tube Shafts, diameter *as per Rule* Screw Shaft, diameter *as per Rule 6.85"* Is the {tube} shaft fitted with a continuous liner {*no*}
 Bronze Liners, thickness in way of bushes *as per Rule* Thickness between bushes *as per Rule* Is the after end of the liner made watertight in the propeller boss *no liner fitted*
 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 *yes*
 Propeller, dia. *4' 6"* Pitch *10' 3"* No. of Blades *3* Material *Brongze* whether Movable *no* Total Developed Surface *18 1/2* sq. feet
 Feed Pumps worked from the Main Engines, No. *one* Diameter *2 1/2"* Stroke *10 1/2"* Can one be overhauled while the other is at work *✓*
 Bilge Pumps worked from the Main Engines, No. *one* Diameter *2 1/2"* Stroke *10 1/2"* Can one be overhauled while the other is at work *✓*
 Feed Pumps {No. and size *1. 6" x 4" x 7"* Pumps connected to the {No. and size *one = 7" x 8" x 8"*
 How driven *Steam* Main Bilge Line How driven *Steam*
 Ballast Pumps, No. and size *one - 7" x 8" x 8"* 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 *one, 2"* In Holds, &c. *In fore cabin one 2", In after cabin one, 2"*

Main Water Circulating Pump Direct Bilge Suctions, No. and size *one - 3 1/2"* Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *one, 2"*
 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 fall 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 *None* How are they protected *✓*
 What pipes pass through the deep tanks *✓* 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 *none* Is it fitted with a watertight door *✓* worked from *✓*

MAIN BOILERS, &c.—(Letter for record *S*) Total Heating Surface of Boilers *1080 sq ft*
 Is Forced Draft fitted *no* No. and Description of Boilers *1 S.B.* Working Pressure *140 lbs sq in*
 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 *27-4-28* 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:— *Two top end bolts & nuts; 2 bottom end bolts & nuts; 2 main bearing bolts; 1 set of coupling bolts; 1 set of feed, bilge, air, & c/s pump valves; 1 set of piston rings; assorted bolts & nuts; 6 condenser tubes 12 ferrules; 2 doz. assorted bolts & nuts; 3 plain boiler tubes, one safety valve spring, one propeller shaft & propeller (These two spare parts have been despatched to Beira in another vessel).*

The foregoing is a correct description,

WILLIAM BEARDMORE & CO. LIMITED

Manufacturer.



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1928 Apr 25 May 24 31 Jun 8 22 July 2 10 24 Aug 9

During progress of work in shops - - -

Dates of Survey while building - - - 1928 July 2, Aug 6, 21, 22, 29, 30, 31, Sept. 3

During erection on board vessel - - -

Total No. of visits 17

Dates of Examination of principal parts - Cylinders 31-5-28 Slides 31-5-28 Covers 31-5-28

Pistons 31-5-28 Piston Rods 31-5-28 Connecting rods 31-5-28

Crank shaft 24-5-28 Thrust shaft 24-5-28 Intermediate shafts 24-5-28

Tube shaft - Screw shaft 24-5-28 Propeller 22-6-28

Stern tube 24-5-28 Engine and boiler seatings 2-7-28 Engines holding down bolts 22-8-28

Completion of fitting sea connections 6-8-28

Completion of pumping arrangements 29-8-28 Boilers fixed 21-8-28 Engines tried under steam 31-8-28

Main boiler safety valves adjusted 30-8-28 Thickness of adjusting washers Port 3/8" Star 3/8"

Crank shaft material Steel Identification Mark 2440 AF Thrust shaft material Steel Identification Mark 1930 ATT

Intermediate shafts, material Steel Identification Marks 1931 ATT Tube shaft, material - Identification Mark -

Screw shaft, material Steel Identification Mark 2440 AF Steam Pipes, material Copper Test pressure 350 lb Date of Test Aug 24 1928

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 yes If so, state name of vessel S/T "BUSI"

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

This machinery has been built under special survey, according to Rule Requirements. Materials & workmanship are good. It has been forwarded to Leith for installation.

This machinery has now been efficiently fitted on board; it was tried under steam, under working conditions & found satisfactory. It is, in my opinion, in a good & safe working condition & eligible to have the notation * L.M.C. 9-28 & record of T.S. O.G. in the Register Book.

John Houston.

It is submitted that this vessel is eligible for THE RECORD. L.M.C. 9-28 O.G.

29/8/28

The amount of Entry Fee FE £ 2. 0 0

Special 2/5 1/5 £ 6. 0 0

Donkey Boiler Fee 3-0-0

Travelling Expenses (if any) £ :

When applied for 3-SEP-1928

When received 25-10-28

23-18-9-28

H. L. Sutherland

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 4-SEP-1928

Assigned Deferred.

TUE. 18 SEP 1928

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