

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 14 NOV 1928

Date of writing Report 19 When handed in at Local Office 19 Port of Greenock

No. in Survey held at Greenock Date, First Survey 12th July 1928 Last Survey 15th Aug 1928

Reg. Book. on the SS "BEHAR" (Number of Visits 5)

Tons { Gross 6100
Net 5496

When built 1928

Engines made at Belfast By whom made " Engine No. " when made 1928

Boilers made at " By whom made " Boiler No. " when made 1928

Registered Horse Power ✓ Owners Hain & Co Ltd Port belonging to London

Com. Horse Power as per Rule ✓ Is Refrigerating Machinery fitted for cargo purposes yes Is Electric Light fitted yes

Trade for which Vessel is intended Foreign

ENGINES, &c.—Description of Engines Quadruple expansion Revs. per minute ✓

Dia. of Cylinders ✓ Length of Stroke ✓ No. of Cylinders ✓ No. of Cranks ✓

Crank shaft, dia. of journals as per Rule Crank pin dia. ✓ Crank webs Mid. length breadth ✓ Thickness parallel to axis ✓

as fitted Mid. length thickness ✓ shrunk Thickness around eye-hole ✓

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule

as fitted as fitted

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner yes

as fitted as fitted

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

as fitted as fitted

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 ✓

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 L. V. bush Length of Bearing in Stern Bush next to and supporting propeller ✓

Propeller, dia. ✓ Pitch ✓ No. of Blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ sq. feet

Feed Pumps worked from the Main Engines, No. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓

Bilge Pumps worked from the Main Engines, No. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓

Feed Pumps { No. and size ✓ Pumps connected to the { No. and size ✓
How driven ✓ Main Bilge Line { How driven ✓

Ballast Pumps, No. and size ✓ 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 ✓

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 mud-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 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 below

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 ✓ 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 ✓) 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:— ✓

The foregoing is a correct description,

Manufacturer.



© 2020

Lloyd's Register Foundation

W1267-0157

(1928). July 12. 26. Aug 4. 9. 15.
During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 5.

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 ✓
Stern tube ✓ Engine and boiler seatings 15-8-28 Engines holding down bolts ✓
Completion of fitting sea connections 15-8-28
Completion of pumping arrangements ✓ Boilers fixed ✓ Engines tried under steam ✓
Main boiler safety valves adjusted ✓ Thickness of adjusting washers ✓
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 ✓ 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 ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The sea connections, stern tube, tail shaft and propeller have been satisfactorily fitted on board. The vessel has left for Glasgow for installation of machinery. Glasgow Surveyors notified

The amount of Entry Fee ... £ : : When applied for,
Special ... £ ✓ : : 19
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19

J. D. Avey
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 13 NOV 1928

Assigned See Glasgow Report No. 48601



© 2020

Lloyd's Register
Foundation