

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY,

26 OCT 1927

Received at London Office

Date of writing Report 10 When handed in at Local Office 21. 10. 1927 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 2. 12. 26 Last Survey 20-10-1927
 Reg. Book on the new steel s/s LUNULA (Number of Visits 98)

Built at Port Glasgow By whom built Wm Hamilton & Co Ltd Yard No. 398 When built 1924
 Engines made at Glasgow By whom made David Rowan & Co Ltd Engine No. 852 when made 1924
 Boilers made at Glasgow By whom made David Rowan & Co Ltd Boiler No. 852 when made 1924
 Registered Horse Power Owners Aral S.S. Co Ltd Port belonging to
 Nom. Horse Power as per Rule 544 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended oil tank vessel

ENGINES, &c. — Description of Engines Triple expansion Revs. per minute 70
 Dia. of Cylinders 25 1/2 - 43 1/2 - 75 Length of Stroke 51 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 14 1/8 as per Rule 14 1/8 Crank pin dia. 15 Crank webs Mid. length breadth 2 1/2 Thickness parallel to axis 9 3/8
 Intermediate Shafts, diameter 13.94 as per Rule 13.94 Thrust shaft, diameter at collars 14.637 as per Rule 14.637
 Tube Shafts, diameter 15.48 as per Rule 15.48 Is the tube shaft fitted with a continuous liner yes
 Screw Shaft, diameter 15 3/4 as per Rule 15 3/4 Is the screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes 13 as per Rule 13 Thickness between bushes 3/4 as per Rule 3/4 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 tapered or protected between the liners no Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft yes

Propeller, dia. 18 1/2 Pitch 18 0 No. of Blades 4 Material Bunge whether Moveable no Total Developed Surface 105 sq. feet
 Length of Bearing in Stern Bush next to and supporting propeller 5-3
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4 Stroke 27 Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2 Stroke 27 Can one be overhauled while the other is at work yes
 Feed Pumps No. and size 2 @ 10 1/2 x 8 x 22 How driven Steam Pumps connected to the Main Bilge Line (How driven) Steam
 Ballast Pumps, No. and size 6 @ 8 x 8 Lubricating Oil Pumps, including Spare Pump, No. and size Ballast pump
 Are there independent means arranged for circulating water through the Oil Cooler no Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps; — In Engine and Boiler Room 3 @ 3 1/2 and 2 @ 2 in oil wells (wells to gutter at fore end of machinery space)
 In Holds, &c. 7 @ 2 1/2 and 9 @ 1 1/2

Main Water Circulating Pump Direct Bilge Suctions, No. and size one @ 9 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 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 no
 What pipes pass through the deep tanks none Have they been tested as per Rule no
 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 no worked from no

MAIN BOILERS, &c. — (Letter for record (3)) Total Heating Surface of Boilers 7269 ft²
 Is Forced Draft fitted yes No. and Description of Boilers three single ended Working Pressure 220
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes
 PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers no Donkey Boilers yes
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes
 SPARE GEAR. State the articles supplied: — In accordance with the Rules and in addition: — one screw shaft, one propeller, one bottom end bearing, one valve spindle and one eccentric strap.

The foregoing is a correct description.

For David Rowan & Co. Ltd
Arch. N. Grierson

Manufacturer.



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1926 Dec 2-6-13-19-20-21-22-23-27 (1927) Jan 12-13-18-21-26-31 Feb 1-9-18-24-25-28 Mar 4-7-8-9-10

Dates of Survey while building
 During progress of work in shops - - -
 During erection on board vessel - - -
 Total No. of visits 98

Dates of Examination of principal parts—Cylinders 8-5-27 Slides 5-4-27 Covers 26-1-27
 Pistons 29-4-27 Piston Rods 6-7-27 Connecting rods 14-4-27
 Crank shaft 26-5-27 Thrust shaft 3-6-27 Intermediate shafts none
 Tube shaft none Screw shaft 10-8-27 Propeller 10-8-27
 Stern tube 7-7-27 Engine and boiler seatings 9-9-27 Engines holding down bolts 16-9-27
 Completion of fitting sea connections 8-1-27
 Completion of pumping arrangements 16-9-27 Boilers fixed 28-9-27 Engines tried under steam 7-10-27
 Main boiler safety valves adjusted 17-10-27 Thickness of adjusting washers
 Crank shaft material J. steel Identification Mark LLOYD'S NO 852 26-5-27 L.C.D. Thrust shaft material J. steel Identification Mark LLOYD'S NO 2206 11-5-27 L.C.D.
 Intermediate shafts, material none Identification Marks Tube shaft, material none Identification Mark
 Screw shaft, material J. steel Identification Mark LLOYD'S NO 2230 10-8-27 L.C.D. Steam Pipes, material W. Iron Test pressure 550 Date of Test 11-5-27
 Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150°F. yes
 Have the requirements of the Rules for carrying and burning oil fuel been complied with yes
 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, satisfactorily fitted in the vessel, tried under steam and found good.
 It is eligible in my opinion for classification and the records of L.M.C. 10.
 Fitted for oil fuel 10.27 F.P. above 150°F.

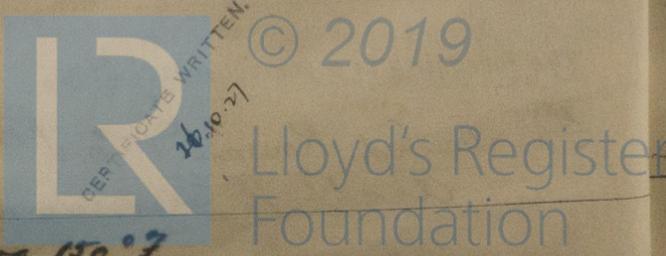
It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 10.27. FD. CL.
 Fitted for oil fuel 10.27. F.P. above 150°F.

A. B. Glasgow

The amount of Entry Fee ... £ 6 :
 Special ... £ 102 : 4
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ :
 When applied for, 24/10/27
 When received, 25/10/27

S. C. Davis
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 25 OCT 1927
 Assigned + L.M.C. 10.27



Fitted for oil fuel 10.27 F.P. above 150°F.