

No. 50772

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

14 OCT 1930

Received at London Office

27 AUG 1930

Report 19 When handed in at Local Office 25/8/29 to Port of Glasgow
 Survey held at Glasgow Date, First Survey 20/12/29 Last Survey 25-8-1930
 (Number of Visits 44)
 Name of the Vessel Buntisland By whom built Buntisland SBCo Ltd Yard No. 162 When built 1930
 Made at Glasgow By whom made David Rowan & Co Ltd Engine No. 933 when made 1930
 Made at Glasgow By whom made David Rowan & Co Ltd Boiler No. 933 when made 1930
 Horse Power 381 Owners O.E.F. Port belonging to
 Power as per Rule 381 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 which Vessel is intended O.E.F.

ES, &c.—Description of Engines Triple expansion. Revs. per minute —
 Cylinders 3 Length of Stroke 45" No. of Cylinders 3 No. of Cranks 3
 Dia. of journals as per Rule 12.695" Crank pin dia. 13" Mid. length breadth 1.85" Thickness parallel to axis 8 1/8"
 as fitted 12 3/4" Crank webs Mid. length thickness 8 1/8" shrunk Thickness around eye-hole 5 3/4"
 Main Shafts, diameter as per Rule 12.09" Thrust shaft, diameter at collars as per Rule 12.695"
 as fitted 12 7/8" as fitted 12 3/4" (Michell)
 Screw Shaft, diameter as per Rule 13.61" Is the tube screw shaft fitted with a continuous liner yes
 as fitted 13 3/4" as fitted 13 3/4"
 Liners, thickness in way of bushes as per Rule 7/16" Thickness between bushes as per Rule 5/16"
 as fitted 3/4" as fitted 1/2" Is the after end of the liner made watertight in the stern yes
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of 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
 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 stern tube shaft no
 Length of Bearing in Stern Bush next to and supporting propeller 4-7"
 Dia. 18'-3" Pitch 18'-3" No. of Blades 4 Material Bronze whether Movable no Total Developed Surface 110.6 sq. feet
 Pumps worked from the Main Engines, No. 2 Diameter 3 1/4" Stroke 24" Can one be overhauled while the other is at work yes
 Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 24" Can one be overhauled while the other is at work yes
 No. and size 1 @ 8-5x8. 1 @ 6-4x6 Pumps connected to the Main Bilge Line No. and size Ballast pump
 How driven steam How driven steam
 Pumps, No. and size 1 @ 9-12x12 Lubricating Oil Pumps, including Spare Pump, No. and size
 Independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps;—In Engine and Boiler Room
 &c.

Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 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
 Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
 Fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
 Each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
 Pipes pass through the bunkers How are they protected
 Pipes pass through the deep tanks Have they been tested as per Rule
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
 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

BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 5521 sq. ft.
 Draft fitted yes (M.Boiler) No. and Description of Boilers 2 SB & 1 auxiliary Working Pressure 200

REPORT ON MAIN BOILERS NOW FORWARDED? yes
 DONKEY BOILER FITTED? no If so, is a report now forwarded? —

Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers yes Donkey Boilers —
 (If not state date of approval)
 General Pumping Arrangements no Oil fuel Burning Piping Arrangements —

RE GEAR. State the articles supplied:— In accordance with the Rules and in addition
 cast-iron propeller and one screw shaft.

The foregoing is a correct description,
 For David Rowan & Co. Ltd.
 Mech. N. Grierson.

Manufacturer.



W210-0034

Dates of Survey while building
 During progress of work in shops - - -
 During erection on board vessel - - -
 Total No. of visits 8.

Dates of Examination of principal parts—Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft Intermediate shafts
 Tube shaft Screw shaft in place 19.8.30 Propeller in place 28.8.30
 Stern tube in place 19.8.30 Engine and boiler seatings 25.8.30 Engines holding down bolts 11.9.30
 Completion of fitting sea connections 25.8.30
 Completion of pumping arrangements 18.9.30 Boilers fixed 11.9.30 Engines tried under steam 18.9.30
 Main boiler safety valves adjusted 18.9.30 Thickness of adjusting washers Port B.C. P.V. 5/16 S.V. 1/2 Star B.C. P.V. 5/16
 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 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 Main Engines If so, state name of vessel Skeldergate.

General Remarks (State quality of workmanship, opinions as to class, &c.)
 This Machinery has been efficiently fitted on board, the material & workmanship being sound & good. On completion all safety valves were adjusted under steam, & the Main & Auxiliary Machinery were tried under steam & were found satisfactory.
 In my opinion the Machinery is in good order & condition & is eligible to be classed in the Register Book with the notations of + L.M.C. 10-30, & T.S.C.L.

It is submitted that this vessel is eligible for THE RECORD, + L.M.C. 10-30, C-L
 2SB (FD) 2 1 AUX S.B. 8cf. GS. 151 H. 552

J. 6/10/30.

Certificate to be sent to Glasgow.
 The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ :
 Special ... £ :
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ 1 : 6 : 0

When applied for, 3/10 19.30
 When received, 11.10.30

John Houston
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 7 OCT 1930

Assigned + L.M.C. 10.30 C.L.

CERTIFICATE WRITTEN



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