

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 50772

14 OCT 1930

Received at London Office

27 AUG 1930

Report 19 When handed in at Local Office 25/8/29 Port of Glasgow  
 Survey held at Glasgow Date, First Survey 20/12/29 Last Survey 25-8-1930  
 (Number of Visits 44)  
 Tons { Gross  
 Net  
 When built 1930  
 By whom built Buntisland SBC Ltd Yard No. 162  
 By whom made David Rowan & Co. Ltd Engine No. 933 when made 1930  
 By whom made David Rowan & Co. Ltd Boiler No. 933 when made 1930  
 Horse Power 381 Owners O.E.F. Port belonging to  
 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 13-39-65 Length of Stroke 45" No. of Cylinders 3 No. of Cranks 3  
 dia. of journals as per Rule 12.695" Crank pin dia. 13" Crank webs Mid. length breadth 18 1/2" Thickness parallel to axis 8 1/8" ✓  
 as fitted 12 3/4" 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 } shaft fitted with a continuous liner { yes ✓  
 as fitted 13 3/4" as fitted 13 3/4" { screw }  
 Liners, thickness in way of bushes as per Rule 7 1/3" Thickness between bushes as per Rule 53  
 as fitted 3 1/4" as fitted 46" Is the after end of the liner made watertight in the  
 ss 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  
 tube shaft no Length of Bearing in Stern Bush next to and supporting propeller 4'-7" ✓  
 dia. 18'-3" Pitch 18'-8" 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'-5"x8. 1@6'-4"x6 Pumps connected to the { No. and size Ballast pump ✓  
 How driven steam Main Bilge Line How driven steam  
 Pumps, No. and size 1@9'-12"x12 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,  
 size 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  
 placed 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  
 ent 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.  
 ed Draft fitted yes (M.B. only) No. and Description of Boilers 2 SB & 1 aux. Working Pressure 200 ✓  
 REPORT ON MAIN BOILERS NOW FORWARDED? yes  
 DONKEY BOILER FITTED? no If so, is a report now forwarded? —

VS. 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.



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Lloyd's Register  
 Foundation

W210-0034



Dates of Survey while building { During progress of work in shops - - }  
 Aug. 8. 19. 25. 28. Sept. 5. 11. 18 Oct. 1. 1930  
 { 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 mate & workmanship being sound & good. On completion all safety valves were adjusted under steam, & the Main & Auxiliary Machinery was tried under steam & were found satisfactory.

In my opinion the Machinery is in good order & conditio & 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. 532

6/10/30.

Certificate to be sent to Glasgow.

The amount of Entry Fee ... £  
 Special ... £  
 Donkey Boiler Fee ... £  
 Travelling Expenses (if any) £ 1 : 6 : 0  
 When applied for, 3/10 1930  
 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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