

Rpt. 4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 18958

Date of writing Report 11-9-1928 When handed in at Local Office 12th Sept. 1928 Port of Greenock Received at London Office 19 SEP 1928
 No. in Survey held at Port Glasgow Date, First Survey 9th December 1924 Last Survey 8th Sept 1928
 Reg. Book. on the SS "PREDESEDNIK KOPATTIC" (Number of Visits 53)
 Built at Port Glasgow By whom built The Clyde S.B. & E. Co. Ltd. Yard No. 356. Tons Gross 1493. Net 1521.
 Engines made at Port Glasgow By whom made " " Engine No. 490 When built 1928.
 Boilers made at " " By whom made " " Boiler No. 490 when made 1928.
 Rated Horse Power Owners Jadranska Plovidba D.D. Port belonging to Split.
 Horse Power as per Rule 188. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes.
 for which Vessel is intended Foreign trade.

ENGINES, &c.—Description of Engines Triple expansion
 No. of Cylinders 3 Length of Stroke 33" Revs. per minute 85.
 No. of Cranks 3
 Crank webs Mid. length breadth 14" Mid. length thickness 5 7/8" shrunk
 Thickness parallel to axis 5 5/8" Thickness around eye-hole 4"
 Thrust shaft, diameter at collars as per Rule 8.96" as fitted 9"
 Shafts, diameter as per Rule 8.53" as fitted 8.58"
 Screw Shaft, diameter as per Rule 9.53" as fitted 9.34"
 Is the tube screw shaft fitted with a continuous liner YES
 Liners, thickness in way of bushes as per Rule 18 1/2" as fitted 19 1/2"
 Thickness between bushes as per Rule 14.08" as fitted 12"
 Is the after end of the liner made watertight in the
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 Liners are fitted, is the shaft lapped or protected between the liners
 Is an approved Oil Gland or other appliance fitted at the after
 the tube shaft L. V. BUSH Length of Bearing in Stern Bush next to and supporting propeller 3'-3"
 whether Moveable NO Total Developed Surface 48 sq. feet
 Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 18" Can one be overhauled while the other is at work YES
 Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 18" Can one be overhauled while the other is at work YES
 No. and size 2-4 1/2" x 5 1/2" x 12" 1-4 1/2" x 4 1/2" x 8"
 How driven STEAM Pumps connected to the Main Bilge Line No. and size 1-4" x 7" x 4" DUPLEX
 How driven STEAM
 Lubricating Oil Pumps, including Spare Pump, No. and size None
 independent means arranged for circulating water through the Oil Cooler
 Suctions, connected to both Main Bilge Pumps and Auxiliary
 In Engine and Boiler Room 2-2 1/2" Tunnel well 1-2"
 See 11/10/28

Water Circulating Pump Direct Bilge Suctions, No. and size 1-5 1/2"
 size 1-3 1/2"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES
 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
 Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks BOTH
 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
 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
 pipes pass through the bunkers FORWARD HOLD BILGE P & S. How are they protected W. I. PLATES
 pipes pass through the deep tanks Have they been tested as per Rule YES
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES
 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
 vent to another YES Is the Shaft Tunnel watertight YES Is it fitted with a watertight door YES worked from MAIN DECK

BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 3000 sq. ft.
 ed Draft fitted YES No. and Description of Boilers 2. S. B. Working Pressure 180 LBS.
 REPORT ON MAIN BOILERS NOW FORWARDED? YES
 DONKEY BOILER FITTED? NO If so, is a report now forwarded? YES

Are approved plans forwarded herewith for Shafting YES Main Boilers YES Auxiliary Boilers YES Donkey Boilers YES
 (If not state date of approval) YES General Pumping Arrangements YES Oil fuel Burning Piping Arrangements YES

E GEAR. State the articles supplied:—
 connecting rod bolts & nuts. 1 set of coupling bolts. 1 propeller shaft. 1 propeller.
 piston " " " 1 set of Air Feed & Bilge pump valves
 main bearing bolts & nuts. 4 feed check valves. 1 safety valve spring.
 sorted bolts & nuts. Iron of various sizes.

The foregoing is a correct description,

or and on behalf of

THE CLYDE SHIPBUILDING & ENGINEERING CO., LIMITED.

Attest.

Manufacturer.

Secretary



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Lloyd's Register Foundation

W210-0264

(1924) Dec 9. 13. 30. (1928) Jan 24. Feb 10. 21. Mar 21. 30. April 3. 9. 24. 30. May 3. 4. 8. 10. 14. 16. 21. 23. 24. 30. June 19. 25. 24. July 4. 12. 14. 19. 20. 24. 24. 30. Aug 1. 2. 8. 9. 13. 14. 20. 21. 22. 23. 24. 24. 29. 30. 31. Sept 4. 6. 8.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 53.

Dates of Examination of principal parts—Cylinders 30-7-28. Slides 8-8-28 Covers 30-7-28.

Pistons 25-6-28. Piston Rods 8-8-28 Connecting rods 19-6-28.

Crank shaft 2-8-28. Thrust shaft 24-7-28 Intermediate shafts 24-7-28.

Tube shaft ✓ Screw shaft 25-6-28 Propeller 25-6-28.

Stern tube 25-6-28. Engine and boiler seatings 25-6-28. Engines holding down bolts 24-8-28.

Completion of fitting sea connections 25-6-28.

Completion of pumping arrangements 4-9-28. Boilers fixed 24-8-28. Engines tried under steam 8-9-28.

Main boiler safety valves adjusted 4-9-28. Thickness of adjusting washers P 1 3/32 S 3/8 P 1 1/32 S 3/8.

Crank shaft material O. H. I. S Identification Mark 626. J. D. Thrust shaft material O. H. I. S Identification Mark 2442. J. D.

Intermediate shafts, material O. H. I. S Identification Marks 1323345-6 J. D. Tube shaft, material ✓ Identification Mark ✓.

Screw shaft, material O. H. I. S Identification Mark 2442 J. D. Steam Pipes, material S. D. S Test pressure 600. Date of Test 30-8-28.

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 carrying and burning oil fuel been complied with ✓

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 machinery has been built under special survey, in accordance with the Rules and approved plans. The materials and workmanship are good. The machinery has been securely fitted on board the vessel, and tried under power with satisfactory results, and is eligible, in my opinion to be classed in the Register Book, with record of survey

✠ L M C 9-28.

It is submitted that this vessel is eligible for THE RECORD. + LMC 9.28 F.D. CL.

ISA. 24/9/28.

The amount of Entry Fee ... £ 3 : 0 : 0 When applied for, 13th SEPT. 1928.

Special ... £ 44 : 0 : 0

Donkey Boiler Fee ... £ : : When received, 7. 11. 28.

Travelling Expenses (if any) £ : : 19.

Committee's Minute GLASGOW 18 SEP 1928

Assigned + LMC 9.28 72. WMM.

CERTIFICATE WRITTEN.