

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-2 DEC 1929

Date of writing Report

19

When handed in at Local Office

30th Nov. 1929 Port of

Belfast

No. in Survey held at

Belfast

Date, First Survey 3rd Dec. 1928 Last Survey 27th Nov. 1929

Reg. Book.

(Number of Vials 88)

36736 on the

S.S. "TRENTBANK"

Tons

Gross

Net

Built at

Belfast

By whom built

Messrs Workman Clark (1928) Ltd.

Yard No. 507

When built 1929

Engines made at

Belfast

By whom made

Messrs Workman Clark (1928) Ltd.

Engine No. 507

when made 1929

Boilers made at

Belfast

By whom made

Messrs Workman Clark (1928) Ltd.

Boiler No. 507

when made 1929

Registered Horse Power

565

Owners

Bank Line, Ltd.

Port belonging to

Belfast

Nom. Horse Power as per Rule

565

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Ocean Going

ENGINES, &c.—Description of Engines.

Quadruple Expansion

Revs. per minute

Dia. of Cylinders 22", 32", 44 3/4", 68" Length of Stroke 48" No. of Cylinders 4 No. of Cranks 4

Crank shaft, dia. of journals as per Rule 13.902 Crank pin dia. 14 1/4" Crank webs Mid. length breadth 21 3/8 Thickness parallel to axis 9 1/2"

Intermediate Shafts, diameter as per Rule 13.24 Thrust shaft, diameter at collars as per Rule 13.902

Tube Shafts, diameter as fitted 13 1/16" as fitted 14 1/4" Is the shaft fitted with a continuous liner Yes

Screw Shaft, diameter as per Rule 14.72 as fitted 15" Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 749 Thickness between bushes as per Rule 562 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

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? No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5-6"

Propeller, dia. 17-9" Pitch 16-3" No. of Blades 4 Material Bronze whether Moveable Yes Total Developed Surface 95 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 4 1/4" Stroke 24" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/4" Stroke 24" Can one be overhauled while the other is at work Yes

Feed Pumps No. and size Two 8" x 10 1/2" x 22" Pumps connected to the Main Bilge Line No. and size Belfast 12" x 12" x 12" Gen. Service 8" x 10 1/2" x 22"

How driven steam How driven steam

Ballast Pumps, No. and size One 12" x 12" x 12" 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 4 3" in engine room 1-3" in tunnel well

In Holds, &c. No. 1 Hold 2-3" No. 2 Hold 2-3 1/2" No. 3 Load Bunker 2-3 1/2" Deep Tank 2-3"

No. 4 Hold 2-3" No. 5 Hold 2-3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size one at 9" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size one ballast pump 5" dia. 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 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 bilge How are they protected covered ceiling

What pipes pass through the deep tanks none 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 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 Yes Is it fitted with a watertight door Yes worked from long from

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 8112 sq. ft.

Is Forced Draft fitted Yes No. and Description of Boilers 3 S.E. cylindrical 358 Working Pressure 160 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers 5/10/29 Auxiliary Boilers Donkey Boilers

(If not state date of approval) Superheaters General Pumping Arrangements 24/2/29 Oil fuel Burning Piping Arrangements 24/2/29

SPARE GEAR. State the articles supplied:—

2 Top End Bolts + Nuts 1 Air Pump Rod 1 Propeller Shaft - Nut

2 Bottom " " 2 Feed check valves 2 Cast iron propeller blades

2 Main Bearing Bolts + Nuts 1 Drain Gauge Glasses

1 Set of Coupling Bolts + Nuts 2 Dry Packing rings for same

1 Set H.P. Piston Rings + Springs 2 Safety valve springs

1 " M.P. " " 1 Dry Plain Tubes

100 Condenser Ferrules 100 Frictions

25 " Tubes 1 Set Tube Stoppers

1 Set Valves for Feed Pump

1 Set " " Bilge "

The foregoing is a correct description,

FOR WORKMAN CLARK (1928) LIMITED.

J. Cunningham Secretary

Manufacturer.



© 2019

Lloyd's Register Foundation

W225-0136

1928 Dec 3 5 6 17 20 1929 Jan 1 4 8 11 15 17 24 30 Feb 4 7 12 13 19 21 22 26 27
 During progress of work in shops -- 28 Mar 5 6 7 12 13 14 18 20 22 26 27 28 Apr 3 4 8 10 12 15 17 19 22 24 25
 Dates of Survey while building During erection on board vessel --- 26 29 May 6 8 10 13 15 16 17 20 21 22 23 24 27 29 30 31 June 3 5 7 10 12 14 27
 July 1 2 4 5 8 14 26 30 31 Aug 7 8 15 20 Sept 3 Nov 19 21 27
 Total No. of visits 88

Dates of Examination of principal parts—Cylinders 29-4-29 Slides 10-4-29 Covers 10-4-29
 Pistons 4-4-29 Piston Rods 12-4-29 Connecting rods 12-4-29
 Crank shaft 26-4-29 Thrust shaft 26-4-29 Intermediate shafts 24-5-29
 Tube shaft - Screw shaft 24-5-29 Propeller 26-3-29
 Stern tube 23-5-29 fitted 27-5-29 Engine and boiler seatings 27-5-29 Engines holding down bolts 8-7-29
 Completion of fitting sea connections 27-5-29
 Completion of pumping arrangements 19-11-29 Boilers fixed 26-7-29 Engines tried under steam 19-11-29
 Main boiler safety valves adjusted 19-11-29 Thickness of adjusting washers Port P 5 3/8" Centre P 5 3/8" Star P 5 3/8"
 Crank shaft material Steel Identification Mark LLOYDS N° 54 A.D.M. 26-4-29 Thrust shaft material Steel Identification Mark LLOYDS N° 55 A.D.M. 26-4-29
 Intermediate shafts, material Steel Identification Marks LLOYDS N° 60 A.D.M. 24-5-29 Tube shaft, material - Identification Mark -
 Screw shaft, material Steel Identification Mark LLOYDS N° 59 A.D.M. 24-5-29 Steam Pipes, material S.D. Steel Test pressure 780 lbs. Date of Test 6-3-29
 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 the use of oil as fuel been complied with yes
 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 If so, state name of vessel S.S. "DEEBANK"

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel was constructed under Special Survey. The materials and workmanship are sound and good. The main engines and auxiliaries were tried under steam at a moored trial and sea trial, with satisfactory results. In our opinion the vessel is eligible for notation in the Register Book + LMC. 11, 29. CL. Boiler pressure 260 lbs. D.
 Fitted for oil fuel. F.P. above 150°F.

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 11.29. CL. F.D.

Fitted for oil fuel 11.29. F.P. above 150°F.

J. D.M. 3/12/29

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

The amount of Entry Fee ... £ 6 : - :
 Special ... £ 103 : 5 :
 Donkey Boiler Fee ... £ - : - :
 Travelling Expenses (if any) £ - : - :

When applied for,
 30th Nov 1929
 When received,
 7.12.29

J. R. Williams
 Engineer Surveyor to Lloyd's Register of Shipping.

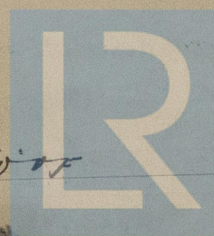
FRI. 6 DEC 1929

Committee's Minute

Assigned

+ LMC 11.29 F.D. CL.
 Fitted for Oil Fuel 11.29 F.P. above 150°F.

CERTIFICATE WRITTEN



© 2019

Lloyd's Register Foundation