

Rpt. 4.

No. 19432

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

27 MAR 1935

Date of writing Report

1935

When handed in at Local Office 23RD MARCH 1935. Port of

Cremorne

No. in Survey held at
Reg. Book.

Cremorne

Date, First Survey

13TH DECEMBER 1934

Last Survey

22ND MARCH

1935

on the

S/S "VOREDA"

Built at

Cremorne

By whom built

Cremorne Dockyard Co. Ltd.

Yard No. 420

When built

Gross 4216.88

Net 3421.99

When made

1935

Engines made at

Cremorne

By whom made

John Kincaid & Co. Ltd.

Engine No. 642

When made

1935

Boilers made at

ditto

By whom made

ditto

Boiler No. 642

When made

1935

Registered Horse Power

Owners Voreda Steamship Co. Ltd.

Port belonging to

Elango

Nom. Horse Power as per Rule

681

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Foreign

ENGINES, &c.—Description of Engines

Triple Expansion

Revs. per minute 80

Dia. of Cylinders 25"-43½"-74"

Length of Stroke 48"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 14.28"

Crank pin dia. 14.3/4"

Crank webs

Thickness parallel to axis 9 1/4"

Intermediate Shafts, diameter as per Rule 13.6"

as fitted 14 3/4"

Thrust shaft, diameter at collars as per Rule 14.28"

as fitted 14 3/4"

Tube Shafts, diameter as per Rule 15.1"

Screw Shaft, diameter as per Rule 15 5/8"

Is the tube screw shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes as per Rule 13.6"

as fitted 13 3/4"

Thickness between bushes as per Rule 5 5/8"

Is the after end of the liner made watertight in the

propeller boss

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

Is an approved Oil Gland or other appliance fitted at the after end of the tube

If two liners are fitted, is the shaft lapped or protected between the liners

Length of Bearing in Stern Bush next to and supporting propeller 5'-6"

Propeller, dia. 18'-0" Pitch 16'-0" No. of Blades 4

Material Bronze

whether Movable

Total Developed Surface 91.8 sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 4 1/2"

Stroke 24"

Can one be overhauled while the other is at work

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

Feed Pumps No. and size 2 Weirs 9 1/2" x 12" on GS 8 1/2"

Pumps connected to the

No. and size 2. 6" x 6" 9" 8" x 9" 9"

How driven

Ballast Pumps, No. and size 8" x 9" 9"

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 5 at 3" on 2 1/2" Two 2 1/2" in OF Bunker. 2. 2" in Cofferdam

In Pump Room 2. 3"

In Holds, &c. 2. 2 1/2"

Tanks - 2 - 10 in each

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 11"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size one at 5"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are they 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

Are they 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

What Pipes pass through the bunkers

None

How are they protected

What pipes pass through the deep tanks

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

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

Is the Shaft Tunnel watertight

None

Is it fitted with a watertight door

MAIN BOILERS, &c.—(Letter for record \$) Total Heating Surface of Boilers 10596 sq. ft.

Is Forced Draft fitted

No. and Description of Boilers 3 Single Ended

Working Pressure 220

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

Main Boilers

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

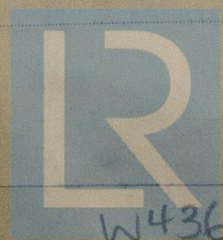
State the principal additional spare gear supplied

Propeller & Propeller Shaft. (LR 3635 W.G.M.)

The foregoing is a correct description,
For JOHN G. KINCAID & CO. LIMITED.

Director.

Manufacturer.



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(1929) DEC. 13. (1930) JAN. 31. MAR. 18. 24. 26. APR. 24. 25. 29. MAY 5. 9. 13. 15. 22. 24. JUNE 2. 3. 14. 24. 26. JULY 1. 24. 25. 30. AUG. 1. 4. 7. 8. 11. 15. 18. 21. 22. 25. 26. 29. SEPT. 2. 4. 11. 29. NOV. 4. (1931) FEB. 12. 26. MAR. 11. 24. JUNE 12. NOV. 3. 10. (1932) JAN. 28. APR. 25. AUG. 19. OCT. 24. NOV. 22. DEC. 1. (1933) FEB. 28. DEC. 14. (1935) JAN. 21. 23. 24. 25. FEB. 1. 13. 15. 20. 21. 24. MAR. 1. 4. 5. 7. 8. 11. 12. 14. 19. 21. 22.

During progress of work in shops - -

Dates of Survey while building

During erection on board vessel - -

Total No. of visits

Dates of Examination of principal parts—Cylinders 23. 7. 30 Slides 21. 7. 30 Covers 23. 7. 30

Pistons 1. 8. 30 Piston Rods 27. 5. 30 Connecting rods 14. 6. 30

Crank shaft 1. 7. 30 Thrust shaft 4. 8. 30 Intermediate shafts 23. 1. 35

Tube shaft Screw shaft 25. 8. 30 Propeller 22. 8. 30

Stern tube 21. 8. 30 Engine and boiler seatings 11. 9. 30 Engines holding down bolts 27. 2. 35

Completion of fitting sea connections 21. 1. 35

Completion of pumping arrangements 7. 3. 35 Boilers fixed 27. 2. 35 Engines tried under steam 22. 3. 35

Main boiler safety valves adjusted 19. 3. 35 Thickness of adjusting washers PR 3/8 SR 9/32 PR 7/16 SR 3/8 PR 1/2 SR 7/16

Crank shaft material S Identification Mark LP 642 WGM Thrust shaft material S Identification Mark LR 3365 WGM

Intermediate shafts, material S Identification Marks LR 36. WGM Tube shaft, material Identification Mark

Screw shaft, material S Identification Mark LR 3676 WGM Steam Pipes, material S Test pressure 660 Date of Test 11. 3. 35

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 If so, have the requirements of the Rules been complied with

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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. These engines & boilers have been built under special survey in accordance with the approved plans & the workmanship & material are of good quality. They have now been securely fitted on board, tried under working conditions & found satisfactory. The machinery is in my opinion eligible for the record of L M C. 3-35. Notation of Fitted for Oil Fuel 3-35. FP above 150°F.

The amount of Entry Fee ... £ 6 : - : When applied for, 23rd MAR 1935.

Special ... £ 109 : 1 : When received, 26. 3. 35

Donkey Boiler Fee ... £ 1 : - : 27/3

Travelling Expenses (if any) £ - : - : 19.

Committee's Minute GLASGOW 26 MAR 1935

Assigned + L M C. 3. 35 F.O.

Fitted for oil fuel 3. 35. F.P. above 150°F.

W. Gordon-Maclaine
Engineer Surveyor to Lloyd's Register of Shipping.



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