

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 12 SEP 1928

Date of writing Report 19 When handed in at Local Office 8. 9. 1928 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 18. 11. 27 Last Survey 1. 9. 1928
 Reg. Book. on the S/S "BENHOLM" (Number of Visits 46)
 Built at Port Glasgow By whom built R. Duncan & Co. Ltd Yard No. 383 Tons { Gross
 Engines made at Glasgow By whom made David Rowan & Co. Ltd Engine No. 870 When built 1928
 Boilers made at Glasgow By whom made David Rowan & Co. Ltd Boiler No. 870 when made 1928
 Registered Horse Power Owners Port belonging to Liverpool
 Nom. Horse Power as per Rule 545 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 78
 Dia. of Cylinders 26" 44" 73" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 14.08" Crank pin dia. 14.3" Crank webs Mid. length breadth 21.5" Thickness parallel to axis 8.78"
 as fitted 14.78" Mid. length thickness 8.78" shrunk Thickness around eye-hole 6.9"
 Intermediate Shafts, diameter as per Rule 13.41" Thrust shaft, diameter at collars as per Rule 14.08"
 as fitted 13.72" as fitted 14.3/8"
 Tube Shafts, diameter as per Rule 7.55" Screw Shaft, diameter as per Rule 15" Is the tube shaft fitted with a continuous liner yes
 as fitted 13.16" as fitted 3/4" 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 yes
 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 yes
 If two liners are fitted, is the shaft lapped or protected between the liners no Is an approved Oil Gland or other appliance fitted at the after
 end of the tube shaft no Length of Bearing in Stern Bush next to and supporting propeller 5'-0"
 Propeller, dia. 18'-0" Pitch 18'-0" No. of Blades 4 Material Brass Whether Movable no Total Developed Surface 108 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 34" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4.5" Stroke 34" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 2 @ 9.5" x 7" x 2" Pumps connected to the { No. and size Ballast pump
 How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size 1 @ 9" x 10" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size 1 @ 2" x 2" x 2"
 Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 3 @ 2.5" Dry tank 1 @ 2"
 In Holds, &c. N^o 1 hold - 2 @ 3" N^o 2 & 3 holds - 2 @ 3.5" Cpr hold - 2 @ 2.5" hold well - 1 @ 3"
tunnel well - 1 @ 2.5" Deep tank - 2 @ 2.5"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 6" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 @ 4.5" 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 above
 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 forward hold suction How are they protected under wood casing
 What pipes pass through the deep tanks no deep tank Have they been tested as per Rule yes
 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 bridge deck

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 8001 sq ft
 Is Forced Draft fitted yes No. and Description of Boilers 3 S.E. 3 S.B. Working Pressure 200
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? no

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

SPARE GEAR. State the articles supplied:— In accordance with the Rules. and in addition
one cast iron propeller. one propeller shaft. one circulating pump rod. one
air pump rod one feed pump plunger.

The foregoing is a correct description,

For David Rowan & Co. Ltd
Arch. W. Grierson

Manufacturer.



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Lloyd's Register
Foundation

W98-0059

1927 Nov 18 Dec 15 (1928) Feb 13 16 20 Mar 1 23 Apr 2 11 12 16 20 24 May 1 2 3 4 7 8 11 14
During progress of work in shops - -
16 17 18 21 23 24 26 28 29 30 June 4 8 12 13 14 15 19 21 22 25 July 2 6 25 Aug 3 Sep 7
During erection on board vessel - - -
Total No. of visits 285 46

Dates of Examination of principal parts—Cylinders 24-4-28 Slides 1-5-28 Covers 4-5-28
Pistons 11-5-28 Piston Rods 28-5-28 Connecting rods 16-5-28
Crank shaft 3-5-28 Thrust shaft 29-5-28 Intermediate shafts 14-5-28
Tube shaft ✓ Screw shafts 26-5-28 & 8-6-28 Propeller 26-5-28
Stern tube 7-5-28 Engine and boiler seatings G.R. Engines holding down bolts 25-6-28
Completion of fitting sea connections G.R.
Completion of pumping arrangements 3-8-28 Boilers fixed 19-6-28 Engines tried under steam 7-9-28
Main boiler safety valves adjusted 6-7-28 Thickness of adjusting washers Centre boiler pressure valve 1" all others 5/8"
Crank shaft material J. Steel Identification Mark LLOYD'S M2870 3-5-28 J.L.M. Thrust shaft material J. Steel Identification Mark LLOYD'S M2870 3-5-28 J.L.M.
Intermediate shafts, material J. Steel Identification Marks Tube shaft, material - Identification Mark LLOYD'S M2870 3-5-28 J.L.M.
Screw shaft, material J. Steel Identification Mark LLOYD'S M2870 3-5-28 J.L.M. Steam Pipes, material Steel Test pressure 600 Date of Test 7-5-28 to 27-7-28
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 the use of oil as fuel been complied with -
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 -
Is this machinery duplicate of a previous case yes If so, state name of vessel Cape St. Andrew

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

The materials and workmanship are good.
The machinery has been constructed under Special Survey in accordance with the Rules, satisfactorily fitted in the vessel, tried under steam and found good.
It is eligible in my opinion for Classification and the Record + LMC 9, 28

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 9-28 FD. CL

25th. 14/9/28.

PRK

The amount of Entry Fee ... £ 6 : :
Special ... £ 102 : 5 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 8 SEP 1928
When received, 11/9/28

S. Davis
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 11 SEP 1928

Assigned + LMC 9, 28.