

Rpt.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 18956.

Date of writing Report 12th June 1928. When handed in at Local Office 12th June 1928. Port of Greenock.
 Received at London Office 12 SEP 1928
 No. in Survey held at Port Glasgow Date, First Survey 24th April 1928 Last Survey 30th May 1928.
 Reg. Book. on the SS "BENHOLM" (Number of Visits 3)
 Built at Port Glasgow. By whom built Messrs R. Duncan & Co Ltd Yard No. 383 Tons ^{Gross} _{Net}
 Engines made at Glasgow By whom made Messrs D. Rowan & Co Ltd Engine No. When built 1928,
 Boilers made at By whom made Boiler No. when made
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines ✓
 Dia. of Cylinders ✓ Length of Stroke ✓ No. of Cylinders ✓ Revs. per minute ✓
 Crank shaft, dia. of journals ^{as per Rule} ✓ ^{as fitted} ✓ Crank pin dia. ✓ No. of Cranks ✓
 Intermediate Shafts, diameter ^{as per Rule} ✓ ^{as fitted} ✓ Crank webs ^{Mid. length breadth} ✓ ^{Mid. length thickness} ✓ Thickness parallel to axis ✓
 Tube Shafts, diameter ^{as per Rule} ✓ ^{as fitted} ✓ Screw Shaft, diameter ^{as per Rule} ✓ ^{as fitted} ✓ Thrust shaft, diameter at collars ^{as per Rule} ✓ ^{as fitted} ✓
 Is the ^{tube} ^{screw} shaft fitted with a continuous liner ✓
 Bronze Liners, thickness in way of bushes ^{as per Rule} ✓ ^{as fitted} ✓ Thickness between bushes ^{as per Rule} ✓ ^{as fitted} ✓ 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 ✓
 Propeller, dia. ✓ Pitch ✓ No. of Blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ sq. feet
 Feed Pumps worked from the Main Engines, No. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 Bilge Pumps worked from the Main Engines, No. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 Feed Pumps { No. and size ✓ How driven ✓ } Pumps connected to the Main Bilge Line { No. and size ✓ How driven ✓ }
 Ballast Pumps, No. and size ✓ Lubricating Oil Pumps, including Spare Pump, No. and size ✓
 Are two independent means arranged for circulating water through the Oil Cooler ✓
 Bilge Pumps;—In Engine and Boiler Room ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary In Holds, &c. ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size ✓ **Independent Power Pump Direct Suctions to the Engine Room Bilges,** No. and size ✓
 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 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 ✓ 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 are carried through the bunkers ✓ 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 ✓ Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record ✓) Total Heating Surface of Boilers ✓
 Is Forced Draft fitted ✓ No. and Description of Boilers ✓ Working Pressure ✓
IS A REPORT ON MAIN BOILERS NOW FORWARDED? ✓
IS A DONKEY BOILER FITTED? ✓ If so, is a report now forwarded? ✓
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. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



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W98-0060

Dates of Survey while building:

- During progress of work in shops - -
- During erection on board vessel - - -

 (1928) April 24. May 25-30.

Total No. of visits: 3.

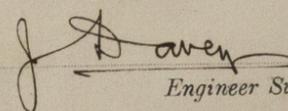
Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓
 Pistons ✓ Piston Rods ✓ Connecting rods ✓
 Crank shaft ✓ Thrust shaft ✓ Intermediate shafts ✓
 Tube shaft ✓ Screw shaft ✓ Propeller ✓
 Stern tube ✓ Engine and boiler seatings 25-5-28. Engines holding down bolts ✓
 Completion of pumping arrangements ✓ Boilers fixed ✓ Engines tried under steam ✓
 Main boiler safety valves adjusted ✓ Thickness of adjusting washers ✓
 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 ✓ 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 ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The sea connections, stem tube, tail shaft and propeller have been satisfactorily fitted on board. The vessel has now left for Glasgow for installation of machinery. Glasgow Surveyors notified.

WMM
 21/6/28

Certificate to present to
 The Surveyors are requested not to write on or below this space for Committee's Minute.

The amount of Entry Fee ... £	:	:	When applied for,
Special £	:	:	19
Donkey Boiler Fee ... £	✓	:	When received,
Travelling Expenses (if any) £	:	:	19


 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW 11 SEP 1928**

Assigned See Gls. Rpt. No. 48379 *WMM*