

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

3 OCT 1934

Date of writing Report 1934 When handed in at Local Office 21.9.34 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 15.3.34 Last Survey 20-9.1934
 Reg. Book. on the new steel S/S "LOCH LOMOND" (Number of Visits 61) Tons { Gross 5452 Net 3259
 Built at Glasgow By whom built D & W Henderson & Co Ltd Yard No. 931 When built 1934
 Engines made at Glasgow By whom made D & W Henderson & Co Ltd Engine No. 931 When made 1934
 Boilers made at Glasgow By whom made D & W Henderson & Co Ltd Boiler No. 931 When made 1934
 Registered Horse Power 395 Owners MacLay & McIntyre Ltd Port belonging to Glasgow
 Nom. Horse Power as per Rule 395 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 73
 Dia. of Cylinders 21½"-36"-62" Length of Stroke 45" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 12.57" as fitted 12¾" Crank pin dia. 12¾" Crank webs Mid. length breadth 23½" Thickness parallel to axis 8" shrunk
 Intermediate Shafts, diameter as per Rule 11.98" as fitted 12½" Thrust shaft, diameter at collars as per Rule 12.57" as fitted 12¾"
 Tube Shafts, diameter as per Rule 13.52" as fitted 14½" Is the { tube } shaft fitted with a continuous liner { yes }
 Screw Shaft, diameter as per Rule 13.52" as fitted 14½"
 Bronze Liners, thickness in way of bushes as per Rule 0.411" as fitted 3/4" Thickness between bushes as per Rule 0.53" as fitted 7/8" 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 5'0"
 Propeller, dia. 18'-6" Pitch 16'-8" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 111 sq. feet
 Feed Pumps worked from the Main Engines, No. none Diameter - Stroke - Can one be overhauled while the other is at work -
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4½" Stroke 22" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 2 @ 9½"-7" x 21" How driven Steam Pumps connected to the { No. and size 1 @ 9½"-7" x 18" and ballast pump Main Bilge Line How driven steam }
 Ballast Pumps, No. and size 1 @ 10½"-14" x 24" 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 2 @ 3½"
 In Pump Room In Holds, &c. No. 1 hold - 2 @ 3½" No. 2 & 3 holds No. 4 hold - 2 @ 3½" No. 5 hold - 2 @ 3½" Tunnel well - 1 @ 2½"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 7" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5" & 1 @ 3½"
 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 found hold suction How are they protected under timber boards
 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 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 upper deck

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 5679 sq. ft.
 Is Forced Draft fitted yes No. and Description of Boilers 3 SB Working Pressure 220
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no 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 yes Main Boilers yes Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)
 Superheaters no General Pumping Arrangements in machinery space yes Oil fuel Burning Piping Arrangements -

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes
 State the principal additional spare gear supplied one cast iron propeller, one screw shaft, 4 cam operated valve gear - 2 Valve spindles, 2 crossheads and brasses, 5 cam rollers and 4 pins

The foregoing is a correct description,
 For DAVID & W. HENDERSON & CO., LTD.

J. D. Patrick

DIRECTOR

Manufacturer.



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Lloyd's Register Foundation

W982-6015

1934 Mar: 18. 28. 30 Apr: 9. 10. 11. 17. 20. 28. 28. 26. 27 May: 1. 3. 4. 8. 9. 10. 11. 15
During progress of work in shops -- 17. 18. 21. 22. 25. 31 June: 1. 6. 7. 8. 15. 19. 20. 25. 28. 29 July: 4. 6. 9. 12. 19. 25
During erection on board vessel --- 30. 31 Aug: 2. 3. 6. 17. 20. 24. 27. 29. 30. 31 Sep: 4. 6. 14. 17. 18. 19. 20
Total No. of visits 61

Dates of Examination of principal parts—Cylinders 15-6-34 Slides 4-7-34 Covers 20-4-34
Pistons 15-5-34 Piston Rods 25-6-34 Connecting rods 11-5-34
Crank shaft 22-5-34 Thrust shaft 6-6-34 Intermediate shafts 6-6-34
Tube shaft --- Screw shafts 12-7-34. 19-7-34 Propeller 9-7-34
Stern tube 9-7-34 Engine and boiler seatings 30-7-34 Engines holding down bolts 30-8-34
Completion of fitting sea connections 30-7-34
Completion of pumping arrangements 14-9-34 Boilers fixed 27-8-34 Engines tried under steam 20-9-34
Main boiler safety valves adjusted 6-9-34 Thickness of adjusting washers all 11/32
Crank shaft material J. Steel Identification Mark LLOYD'S No 931 Thrust shaft material J. Steel Identification Mark LLOYD'S No 931
Intermediate shafts, material J. Steel Identification Marks LLOYD'S No 931 LLOYD'S No 9408
Screw shaft, material J. Steel Identification Mark LLOYD'S No 9435 LLOYD'S No 9408
Steam Pipes, material Steel Test pressure 660 Date of Test 31-8-34
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 no 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.)
The materials and workmanship are good.
The machinery has been constructed under Special Survey. It is eligible in my opinion for Classification and the record L.M.C. 9.34
29/9/34

The amount of Entry Fee ... £ 5 : : When applied for, 28/9/34
Special ... £ 84 : 5 : :
Donkey Boiler Fee ... £ : : :
Travelling Expenses (if any) £ : : :
When received, 5.10.34
6/10

Committee's Minute GLASGOW 2 OCT 1934
Assigned + L.M.C. 9.34. S.D.
Engineer Surveyor to Lloyd's Register of Shipping.
S. Davis

CERTIFICATE WRITTEN
3/10/34