

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 24 APR 1929
 Date of writing Report 20th April 29 When handed in at Local Office 22. 4. 29 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 11. 4. 28 Last Survey 19. 4. 1929
 Reg. Book. on the Screen Steamer. "JUNYA" Number of Visits 88
 Built at Glasgow By whom built A. Stephen & Son Ltd. Yard No. 522 Tons Gross 6078 Net 3746
 Engines made at Glasgow By whom made A. Stephen & Son Ltd. Engine No. 522 When built 1929
 Boilers made at Glasgow By whom made A. Stephen & Son Ltd. Boiler No. 522 when made 1929
 Registered Horse Power 544 Owners James Hounsell Ltd. Port belonging to London
 Nom. Horse Power as per Rule 133 Is Refrigerating Machinery fitted for cargo purposes yes Is Electric Light fitted yes
 Trade for which Vessel is intended General Cargo

ENGINES, &c.—Description of Engines *Triple Engine*

Dia. of Cylinders *26-44-74* Length of Stroke *5'* No. of Cylinders *3* Revs. per minute *75*

Crank shaft, dia. of journals *as per Rule 13.29* Crank pin dia. *14 3/8* Crank webs *2 1/2* Thickness parallel to axis *9 3/8*

Intermediate Shafts, diameter *as fitted 6 1/2* Thrust shaft, diameter at collars *as per Rule 5 9/16*

Tube Shafts, diameter *as per Rule 13 3/4* Screw Shaft, diameter *as fitted 15 1/2* Is the *shaft* fitted with a continuous liner *yes*

Bronze Liners, thickness in way of bushes *as per Rule 13/16* Thickness between bushes *as per Rule 11/16* 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 *One length*

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

Propeller, dia. *18-0* Pitch *17-9* No. of Blades *4* Material *Brass* whether Moveable *yes* Total Developed Surface *95* sq. feet

Feed Pumps worked from the Main Engines, No. *2* Diameter *4 1/2* Stroke *28* Can one be overhauled while the other is at work *yes*

Bilge Pumps worked from the Main Engines, No. *2* Diameter *4 1/2* Stroke *28* Can one be overhauled while the other is at work *yes*

Feed Pumps { No. and size *2, 10 1/2 x 8 x 22* Pumps connected to the { No. and size *1, 10 x 12 x 12*

{ How driven *Steam* Main Bilge Line { How driven *Steam*

Ballast Pumps, No. and size *1, 10 x 12 x 12* Lubricating Oil Pumps, including Spare Pump, No. and size *2, 7 x 7 1/2 x 18*

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 *2, 3, 1, 2* Tunnel; *1-2 1/2* 3 in.

In Holds, &c. *1st Hold, 2-3; 2nd Hold, 2-3; 3rd Hold, 2-2 1/2; 4th Hold (Deep Tank), 2-6; 5th Hold 2-3 1/2 Bone.*

Main Water Circulating Pump Direct Bilge Suctions, No. and size *1-13 1/2* Independent Power Pump Direct Suctions to the Engine Room Bilges

No. and size *2, 4 1/2* Bone 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 *yes*

Are they fixed sufficiently high on the ship's side to be seen without lifting the stowchold 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 *Oil, fishing & Air Tanks.* How are they protected *Steel casing*

What pipes pass through the deep tanks *None* 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

MAIN BOILERS, &c.—(Letter for record S 9) Total Heating Surface of Boilers 28040 sq. ft.
 Is Forced Draft fitted Yes. No. and Description of Boilers 3. Gt. Single End. Working Pressure 180 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 6.4.18.54. Main Boilers Yes Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval) 7.6.18.54.
 Superheaters - General Pumping Arrangements 30.5.18. Oil fuel Burning Piping Arrangements 30.5.18.

SPARE GEAR. State the articles supplied:— 2 Top and bottom & axle, 2 bottom and axle, 2 main bearing axle, set of coupling axle, sets of front and tail & pump and front wheel rollers, wing & top H.P. M.P. & L.P. pistons. 1 wheel roller spindle. 2 sets crosshead bearings. 1 set bottom end bearing 1 set eccentric straps, 1 connecting pump in filler and shaft. 1 pump roller shaft, 2 pump roller blades. an axle with & iron, and bearing it across and it will do more.

The foregoing is a correct description.

Manufacturer.

Commercial Manager, Engine Dept.

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Lloyd's Register
Foundation

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work in shops - -

During erection on
board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders

Pistons

Crank shaft

Tube shaft

Stern tube

Completion of fitting sea connections

Completion of pumping arrangements

Main boiler safety valves adjusted

Crank shaft material

Intermediate shafts, material

Screw shaft, material

Is an installation fitted for burning oil fuel

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

Is this machinery duplicate of a previous case

General Remarks

(State quality of workmanship, opinions as to class, &c. This machinery has been constructed under special survey in accordance with the Rules. The workmanship and materials employed in its manufacture are sound and good. Together with the Bruce Wark installation 3113. (Glasgow Report 48922) it has been fitted on board the steam vessel in a satisfactory manner and found satisfactory under working conditions. The vessel is eligible, in our opinion, to be rated "L.M.C. 4.29. L.P. Turbine with D.R. gearing and hydraulic coupling and fitted for oil fuel 4.29. F.P. 180°F."

The amount of Entry Fee ...

£ 6 : 0 : 0

Special

£ 102 : 4 : 0

Donkey Boiler Fee

£ 6 : 13 : 0

Travelling Expenses (if any)

£ - : - : -

Committee's Minute

GLASGOW

23 APL 1929

Assigned

+ L.M.C. 4.29.

When applied for
18 APL 1929

When received,
7.6.29

FRI. 7 JUN 1929

W. Lane & J. D. MacDonald.

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

Rpt. 4a.

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