

Leith 17316

No. 7308

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 23 NOV 1927

Date of writing Report Jan 17 1928 When handed in at Local Office 21. 11. 1927 Port of Glasgow  
 No. in Survey held at Glasgow Date, First Survey 7. 2. 27 Last Survey 21-11-1927  
 Reg. Book. on the new steel "SINVESTBURY."  
 Built at Buntisland By whom built Buntisland SBCo Ltd Yard No. 142  
 Engines made at Glasgow By whom made David Rowan & Co. Ltd Engine No. 863 when made 1927  
 Boilers made at Glasgow By whom made David Rowan & Co. Ltd Boiler No. 863 when made 1927  
 Registered Horse Power 493 Owners Caffer Alexander Port belonging to London  
 Nom. Horse Power as per Rule 493 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 Trade for which Vessel is intended General Cargo & Coal

ENGINES, &c.—Description of Engines Triple expansion  
 Dia. of Cylinders 27"-44"-73" Length of Stroke 48" No. of Cylinders 3 Revs. per minute 3  
 Crank shaft, dia. of journals as per Rule 13.868" Crank pin dia. 14 1/2" Crank webs Mid. length breadth 21 3/4" Thickness parallel to axis 8 3/4"  
 as fitted 14" Crank webs Mid. length thickness 8 3/4" Thickness around eye-hole 6 3/8"  
 Intermediate Shafts, diameter as per Rule 13.2" Thrust shaft, diameter at collars as per Rule 13.868"  
 as fitted 13 1/4" as fitted 14 1/2"  
 Tube Shafts, diameter as per Rule 14.708" Is the screw shaft fitted with a continuous liner yes  
 as fitted 15" as fitted 15"  
 Bronze Liners, thickness in way of bushes as per Rule 7.48" Thickness between bushes as per Rule 56"  
 as fitted 3 1/4" as fitted 76" 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 yes  
 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  
 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 Bronze whether Moveable no Total Developed Surface 108 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 24" 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 24" Can one be overhauled while the other is at work yes  
 Feed Pumps No. and size 1 @ 8 x 5 x 8 Pumps connected to the Main Bilge Line No. and size Main Engine & Ballast Pumps  
 How driven Steam How driven Steam  
 Ballast Pumps, No. and size 1 @ 9 x 12 x 12 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 4 @ 2 1/2" and 1 @ 5" (Special)  
 In Holds, &c. No 1 Hold 2 @ 3" No 2 Hold 2 @ 3 1/2" No 4 Hold 2 @ 3 1/2"  
 Deep Tank 2 @ 2 1/2"

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 @ 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 none How are they protected  
 What pipes pass through the deep tanks After Hold Suction Pipes 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 deck

MAIN BOILERS, &c.—(Letter for record (S) ) Total Heating Surface of Boilers 7107 sq ft  
 Is Forced Draft fitted yes No. and Description of Boilers Three single ended 3SB Working Pressure 180  
 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 no Main Boilers yes Auxiliary Boilers — Donkey Boilers —  
 (If not state date of approval)  
 Superheaters — General Pumping Arrangements no. see 2nd Rpt Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:—

Spare gear checked on board &amp; found in order

The foregoing is a correct description,

For David Rowan & Co. Ltd  
Archd. N. Grierson

Manufacturer.



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Lloyd's Register  
Foundation

W99-0020



1927 Feb 7 Mar 10 Apr 28 May 11 Jun 2 8 13 20 21 24 July 12 Aug 8 9 11 16 19 24 Sep 7 8 9 16 30 Oct 5 10  
 During progress of work in shops - - -  
 1927 Nov 5, 9 Dec 8, 13, 15, 20, 23, 30 1928 Jan 14  
 During erection on board vessel - - -  
 Total No. of visits 37 (shop) 9 (on board)

Dates of Examination of principal parts—Cylinders 24-6-27 Slides 19-10-27 Covers 8-8-27  
 Pistons 7-9-27 Piston Rods 25-10-27 Connecting rods 14-10-27  
 Crank shaft 24-8-27 Thrust shaft 21-10-27 Intermediate shafts 8-9-27  
 Tube shaft — Screw shaft 25-10-27 Propeller 25-10-27  
 Stern tube 3-11-27 Engine and boiler seatings 9-11-27 Engines holding down bolts 20-12-27  
 Completion of fitting sea connections 9-11-27  
 Completion of pumping arrangements 30-12-27 Boilers fixed 20-12-27 Engines tried under steam 14-1-28  
 Main boiler safety valves adjusted 23-12-27 Thickness of adjusting washers P.B. 13/32 S.B. 3/8  
 Crank shaft material J. Steel Identification Mark LLOYDS NO 863 24-8-27 Thrust shaft material J. Steel Identification Mark LLOYDS NO 863 24-8-27  
 Intermediate shafts, material J. Steel Identification Marks LLOYDS NO 863 24-8-27 Tube shaft, material — Identification Mark LLOYDS NO 863 24-8-27  
 Screw shaft, material J. Steel Identification Mark LLOYDS NO 863 24-8-27 Steam Pipes, material Steel Test pressure 540 Date of Test 3-11-27  
 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 carrying and burning oil fuel 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 in accordance with the Rules and has been sent to Burntisland to be fitted in the vessel.  
 The machinery has now been satisfactorily fitted in the vessel, tried under steam & found satisfactory.  
 The machinery is now in a good & safe working condition which renders the vessel eligible in our opinion to have notation + L.M.C. 1-28 in the Register Book.

It is submitted that this vessel is eligible for THE RECORD. + LMC 1-28 FD. CL.

J.D.  
 27/1/28

Clive Bell  
 L.D. Davis  
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 5 :  
 Special 4/5 fee ... £ 79 : 3  
 Donkey Boiler Fee ... £ 19 : 16  
 Travelling Expenses (if any) £ :  
 When applied for, 21-11-27  
 When received, 23-11-27

Committee's Minute GLASGOW 22 NOV 1927

Assigned Deferred.

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 FRI 10 FEB 1928  
 Thine 1-28  
 J.D. CL