

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office AUG 25 1937

Date of writing Report 19 21.8.37 When handed in at Local Office 21.8.37 Port of Glasgow
 No. in Survey held at 6 banks Bowling Date, First Survey 12. July 1937 Last Survey 14. Aug 1937
 Reg. Book on the S.S. "Opreus" (Number of Visits 33) Tons { Gross 362 Net 131
 Built at Bowling By whom built Scott & Sons L^d Yard No. 342 When built 1937
 Engines made at Glydebank By whom made Aitchison Blair L^d Engine No. 209 When made "
 Boilers made at Glasgow By whom made D. Howan & Co L^d Boiler No. B430 When made "
 Registered Horse Power Owners Frontier Town S.S. Co Ld. Port belonging to Newry
 Nom. Horse Power as per Rule 79 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended Coasting

ENGINES, &c. — Description of Engines Triple expansion Revs. per minute 130
 Dia. of Cylinders 11 1/4 - 20 - 32" Length of Stroke 24" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 15-1-37 Crank pin dia. 6 5/8" Crank webs Mid. length breadth 13 1/8" Thickness parallel to axis 4 5/16"
 as fitted 6 5/8" Mid. length thickness 4 5/16" Thickness around eye-hole 3 1/4"
 Intermediate Shafts, diameter as per Rule none Thrust shaft, diameter at collars as fitted 6 5/8"
 Tube Shafts, diameter as per Rule none Screw Shaft, diameter as fitted 7 1/4" Is the tube shaft fitted with a continuous liner yes
 as fitted none as fitted 7 1/4" Is the screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule 19/32" Thickness between bushes as per Rule 19/32" 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 no Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no
 If so, state type no Length of Bearing in Stern Bush next to and supporting propeller 30 3/8"
 Propeller, dia. 9'-0" Pitch 9'-3" No. of Blades 4 Material C.G. whether Moveable yes Total Developed Surface 28 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2" Stroke 12 1/2" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2" Stroke 12 1/2" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 1-5 1/2 x 6 Duplex Pumps connected to the { No. and size 1- Ballast 6 1/4 x 5 x 6 Duplex
 { How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size 1-6 1/4 x 5 x 6 Duplex Lubricating Oil Pumps, including Spare Pump, No. and size none
 Are two independent means arranged for circulating water through the Oil Cooler none Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps; — In Engine and Boiler Room 2-2", 1-2 1/2"
 In Pump Room none In Holds, &c. N^o 1 Hold, 3-2 1/4"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-3 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-2 1/2"
 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 N^o 1 Hold Bilge Suctions How are they protected Wood ceiling
 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 none Is it fitted with a watertight door yes worked from yes

MAIN BOILERS, &c. — (Letter for record S.) Total Heating Surface of Boilers 1489 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers 1- Multitubular Working Pressure 205
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes
 Is the donkey boiler intended to be used for domestic purposes only yes
 PLANS. Are approved plans forwarded herewith for Shafting 15-1-37 Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval) Superheaters none General Pumping Arrangements Copy "Pivot" Oil fuel Burning Piping Arrangements Coal

SPARE GEAR.
 Has the spare gear required by the Rules been supplied yes
 State the principal additional spare gear supplied nil

The foregoing is a correct description,

AITCHISON, BLAIR, LIMITED.

Arch Blair

Manufacturer.



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002222-002228-0058

If not, state whether, and when, one will be sent? Is a Report also sent on the Hull of the Ship? N07E.—The words which do not apply should be deleted.

1937 Feb: 12. 23 Mar: 2. 11. 16. 25. 31 Apr: 7. 20. 28 May: 10. 14. 18. 24
 During progress of work in shops - - 26 June: 2. 8. 11. 16. 22. 24 July: 1. 13. 28 Aug: 17
 Dates of Survey while building During erection on board vessel - - - 1937 Mar: 19 Apr: 12 May: 17 June: 8. 28 July: 30 Aug: 10. 14
 Total No. of visits 33

Dates of Examination of principal parts—Cylinders 2-3-37 cl Slides 16-6-37 cl Covers 28-4-37 cl
 Pistons 10-5-37 cl Piston Rods 28-4-27 cl Connecting rods 31-3-37 cl
 Crank shaft 2-3-37 cl Thrust shaft 31-3-37 cl Intermediate shafts none
 Tube shaft ✓ Screw shaft 16-6-37 cl Propeller 10-5-37 cl
 Stern tube 16-6-37 cl Engine and boiler seatings 12-4-37 Engines holding down bolts 30-7-37
 Completion of fitting sea connections 8-6-37
 Completion of pumping arrangements 10-8-37 Boilers fixed 30-7-37 Engines tried under steam 14-8-37
 Main boiler safety valves adjusted 14-8-37 Thickness of adjusting washers P 7/16 S 15/32
 Crank shaft material 8 Identification Mark 144 Thrust shaft material 8 Identification Mark 144
 Intermediate shafts, material none Identification Marks Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material 8 Identification Mark 193 Steam Pipes, material Copper Test pressure 410 Date of Test 30-7-37
 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 not desired ✓
 Is this machinery duplicate of a previous case. Yes If so, state name of vessel "Trivet" GS report N° 57570

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under special survey in accordance with the approved plan and the Society's Rules and requirements the materials and workmanship are good, it has been securely fitted on board, and satisfactorily tried under steam and in our opinion is eligible for the record + L.M.C. 8-37.

21/8/37

The amount of Entry Fee ... £ 2 : 0 : 0 When applied for,
 Special ... £ 11 : 17 : 0 23 AUG 1937
 Donkey Boiler Fee ... £ : : : When received,
 Travelling Expenses (if any) £ : : : 7.10 1937 8/10

Jas. Cairns, R. Dale
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 24 AUG 1937
 Assigned + L.M.C. 8.37

GLASGOW

