

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

28 NOV 1928

Date of writing Report

When handed in at Local Office

23. 11. 1928 Port of

Glasgow.

No. in Survey held at Reg. Book.

Paisley

Date, First Survey

29. 3. 28

Last Survey

22nd Nov. 1928

(Number of Visits 43)

Gross 1185

Net 460

Built at Paisley

By whom built

Messrs Bow Mc Lachlan & Co Ltd

Yard No. 479

When built 1928

Engines made at Paisley

By whom made

Bow Mc Lachlan

Engine No. 3975

when made 1928

Boilers made at Paisley

By whom made

Bow Mc Lachlan

Boiler No. 1187-8

when made 1928

Registered Horse Power

1500

Owners

Bombay S. NAV. Co. Ltd

Port belonging to

Bombay

Nom. Horse Power as per Rule

267

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

Trade for which Vessel is intended

Harbour and Coastal

Engines, &c.—Description of Engines

Triple Expansion

Revs. per minute 180

Dia. of Cylinders

17"-29"-48"

Length of Stroke

33"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 9.37"

as fitted 9.875"

Crank pin dia.

9.875"

Crank webs

Mid. length breadth 18.625"

Thickness parallel to axis 6.25"

Intermediate Shafts, diameter

as per Rule 8.92"

as fitted 9.0"

Thrust shaft, diameter at collars

as per Rule 9.37"

as fitted 9.875"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 9.88"

as fitted 10.625"

Is the screw shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule .60"

as fitted .75"

Thickness between bushes

as per Rule .45"

as fitted .688"

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

yes

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

no

Length of Bearing in Stern Bush next to and supporting propeller

3'-7"

Propeller, dia.

11'-6"

Pitch

9'-9"

No. of Blades

4

Material

Bronze

whether Moveable

no

Feed Pumps worked from the Main Engines, No.

Two

Diameter

3'-25"

Stroke

18"

Can one be overhauled while the other is at work

yes

Bilge Pumps worked from the Main Engines, No.

Two

Diameter

3'-75"

Stroke

18"

Can one be overhauled while the other is at work

yes

Feed Pumps

No. and size

2-8 1/2"x6"x18"

1-8"x6"x8"

Pumps connected to the

No. and size

1-9"x10"x10"

2- Main Engine

How driven

yes

Ballast Pumps, No. and size

1-9"x10"x10"

Duplex

Lubricating Oil Pumps, including Spare Pump, No. and size

1-9"x10"x10"

Duplex

Suctions, connected to both Main Bilge Pumps and Auxiliary

yes

Are two independent means arranged for circulating water through the

Oil Cooler

yes

Bilge Pumps;—In Engine and Boiler Room

E.R. 2 off 2 1/2" dia

Boiler room 2 off 2 1/2" dia

In Holds, &c.

No. 1. Hold 1 off 2 1/2" dia

No. 2. Hold 3 off 2 1/2" dia

Port Centre, Starboard, NO. 3. Hold 3 off 2 1/2" dia

Port

Centre, Starboard, Tunnel well 1 off 2 1/2" dia

yes

Main Water Circulating Pump Direct Bilge Suctions, No. and size

1 off 4"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

yes

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 they fitted with Valves or Cocks

Both

Are all Sea Connections fitted direct on the skin of the ship

yes

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

4-2 1/2" dia Hold Suct. 1-2 1/2" dia Fore Peak

How are they protected

Boxed in with wood

Have they been tested as per Rule

yes

What pipes pass through the deep tanks

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

compartment to another

yes

Is the Shaft Tunnel watertight

yes

Is it fitted with a watertight door

yes

worked from

yes

Is the Shaft Tunnel watertight

yes

Is it fitted with a watertight door

yes

MAIN BOILERS, &c.—(Letter for record

S)

Total Heating Surface of Boilers

4500 sq

Is Forced Draft fitted

yes

No. and Description of Boilers

2. Single ended. Marine R. Tab.

Working Pressure

200 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

yes

IS A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

yes

PLANS. Are approved plans forwarded herewith for Shafting

10-3-28

Main Boilers

yes

Auxiliary Boilers

yes

Superheaters

yes

General Pumping Arrangements

yes

Oil fuel Burning Piping Arrangements

yes

SPARE GEAR. State the articles supplied:—

Lloyds and owners requirements

The foregoing is a correct description,

BOW, McLACHLAN & CO., LTD.

Manufacturer.

John Baseler

Director.



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Lloyd's Register Foundation

002244-002259-0079

PEJBN

1928 Mar 29 Apr 5-11-17-21-26-27 May 1-8-11-15-17-22-24-28 June 4-7-11-13-20-26 July 5-17-25-26
During progress of work in shops - - 27 Aug 21-27-30 Sep 10-14-18-27 Oct 4-10-17-20-22-30-31 Nov 9-15-22
Dates of Survey while building
During erection on board vessel - -
Total No. of visits 43

Dates of Examination of principal parts—Cylinders 24-5-28, 28-5-28, 20-6-28, 17-5-28 Covers 20-6-28
Pistons 20-6-28 Piston Rods 20-6-28 Connecting rods 17-5-28
Crank shaft 5-7-28 Thrust shaft 5-7-28, 30-8-28 Intermediate shafts 27-8-28
Tube shaft ✓ Screw shaft 21-8-28, 30-8-28, spare 22-10-28 Propeller 26-6-28
Stern tube 25-7-28 Engine and boiler seatings 14-9-28 Engines holding down bolts 17-10-28
Completion of fitting sea connections 27-8-28
Completion of pumping arrangements 15-11-28 Boilers fixed 4-10-28 Engines tried under steam 15-11-28, 22-11-28
Main boiler safety valves adjusted 15-11-28 Thickness of adjusting washers PORT BOILER 17/32" STARS. BOILER 1/2" 1/2"
Crank shaft material Steel Identification Mark LLOYDS G.J.T. 5-7-28 Thrust shaft material Steel Identification Mark LLOYDS 1946
Intermediate shafts, material Steel Identification Marks LLOYDS 1943, A.B.C. ATT. 18-4-28 Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Steel Identification Mark LLOYDS 1944 G.E.M. 27-8-28 Steam Pipes, material S.D. Steel Test pressure 600 lbs. Date of Test 20-10-28
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 ✓
Is this machinery duplicate of a previous case no If so, state name of vessel ✓ P.P. 2-11

General Remarks (State quality of workmanship, opinions as to class, &c.) These engines and boilers have been built under special survey in accordance with the rules and approved plans. The materials and workmanship are good. They have been properly secured on board, tried under steam with satisfactory results, and is eligible in my opinion to have the record of + L.M.C. 11-28. T.S.C.L.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 11-28 - C-L F.D

30/11/28

J. E. Murdoch

G. E. Murdoch
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 4-0-0
Special ... £ 65-1-0
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 27 NOV 1928
When received, 29.11.28

Committee's Minute GLASGOW 27 NOV 1928

Assigned + L.M.C. 11, 28