

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-7 DEC 1929

Getting Report

19

When handed in at Local Office

26. 11.

19

29 Port of

Glasgow.

Survey held at

Grangemouth.

Date, First Survey

20. 2. 29

Last Survey

22-11 1929

on the

Twin Sc. Sr. - ISLANDER -

(Number of Visits 32)

Gross 1619

Tons Net 744

When built 1929

Engine No 2609 when made 1929

Boiler No. 6/1243 when made 1929

Port belonging to London

Owners Christmas Island Trading Co

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes.

For which Vessel is intended Singapore and Christmas Island.

Horse Power as per Rule 211

Description of Engines London Rpt 4 - Rpt No 94299.

Revs. per minute 122

Cylinders Length of Stroke No. of Cylinders No. of Cranks

Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis

Mid. length thickness Thickness around eye-hole

Thrust shaft, diameter at collars as per Rule as fitted

Screw Shaft, diameter as per Rule as fitted

Is the tube shaft fitted with a continuous liner

Thickness in way of bushes as per Rule as fitted

Thickness between bushes as per Rule as fitted

Is the after end of the liner made watertight in the

If the liner is in more than one length are the junctions made by fusion through the whole thickness of 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

Are the shafts fitted, is the shaft lapped or protected between the liners

Is an approved Oil Gland or other appliance fitted at the after

tube shaft

Length of Bearing in Stern Bush next to and supporting propeller

No. of Blades Material

Total Developed Surface

Can one be overhauled while the other is at work

Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line

How driven

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

Suctions, connected to both Main Bilge Pumps and Auxiliary

In Engine and Boiler Room

Forward - 4 @ 3"

Aft 2 @ 3" + Cofferdam suc 2 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are the Overboard Discharges above or below the deep water line

Are the Blow Off Cocks fitted with a spigot and brass covering plate

How are they protected

Have they been tested as per Rule

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from upper deck

BOILERS, &c. - (Letter for record 5)

Total Heating Surface of Boilers

No. and Description of Boilers

Working Pressure

REPORT ON MAIN BOILERS NOW FORWARDED?

DONKEY BOILER FITTED?

If so, is a report now forwarded?

Are approved plans forwarded herewith for Shafting

Main Boilers

Auxiliary Boilers

Donkey Boilers

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

State the articles supplied: -

All as per Rule Requirement, and as noted

London Rpt 94299.

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

002876-002882-0146

During progress of work in shops - - - 1929 Mar 20 June 3 July 11 24 Aug 8 20 27 Sep 3 4 10 17 23 Oct 2 8 31 Nov 4 6 8 13 19
Dates of Survey while building During erection on board vessel - - -
Total No. of visits 22

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller 20-8-29
Stern tube Engine and boiler seatings 27-8-29 Engines holding down bolts 8-10-29
Completion of fitting sea connections 20-8-29
Completion of pumping arrangements 8-11-29 Boilers fixed 4-9-29 Engines tried under steam 6-11-29
Main boiler safety valves adjusted 4-11-29 Thickness of adjusting washers Port Blk $\frac{11}{32}$ - $\frac{11}{32}$ Stbd Blk $\frac{11}{32}$
Crank shaft material Identification Mark Thrust shaft material Identification Mark
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material Identification Mark Steam Pipes, material Steel Test pressure 570 lb Date of Test 26/11/29
Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150°F. yes.
Have the requirements of the Rules for the use of oil as fuel been complied with yes.
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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

These engines have now been properly fitted on board tried under working conditions, and found satisfactory. They are eligible in my opinion to be classed with record of + LMC 11.29. - Fitted for oil fuel 11.29, F.P. above 150°F.

It is submitted that this vessel is eligible for THE RECORD.

+ LMC 11.29 Cl. F.D.
Fitted for oil fuel 11.29 F.P. above 150

CERTIFICATE WRITTEN.

J.S.A. 7/12/29

The amount of Entry Fee ... £ : : When applied for, 5.12.19 205/11
Special ... £ : :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 3/4/8 : : When received, 7.12.29 6/6

H. L. Sutherland
Engineer Surveyor to Lloyd's Register of Ships

Committee's Minute

Assigned

+ LMC 11.29 Cl. F.D.
Fitted for Oil Fuel 11.29, F.P. above 150°F

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