

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-7 DEC 1929

Survey held at Grangemouth Date, First Survey 20. 2. 29 Last Survey 22-11-1929
 on the Twin Sc. Sr. - ISLANDER - (Number of Visits 3)
 By whom built Grangemouth Dryd Cold Yard No. 416 When built 1929
 made at Newbury By whom made Plenty How Id Engine No. 2609 when made 1929
 made at Renfrew By whom made Babcock + Wilcox Boiler No. 6/1243 when made 1929
 Owners Christmas Island Trading Co Port belonging to London
 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 for which Vessel is intended Singapore and Christmas Island.

ES, &c. - Description of Engines London Rpt 4 - Rpt No 94299. Revs. per minute 122
 Length of Stroke 26.11 No. of Cylinders 2 No. of Cranks 2
 Crank pin dia. 8.6" Crank webs Mid. length breadth 10.8" Thickness parallel to axis shrunk
 Mid. length thickness 1.9" Thickness around eye-hole shrunk
 Thrust shaft, diameter at collars as per Rule
 Is the tube shaft fitted with a continuous liner no
 Thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the yes
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner yes
 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
 are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after no
 tube shaft no Length of Bearing in Stern Bush next to and supporting propeller 40"
 No. of Blades 4 Material Man: Brg Whether Moveable no Total Developed Surface 24 1/2 sq. feet
 Pumps worked from the Main Engines, No. 2 Diameter 6 x 8 1/2 x 18" Stroke 18" Can one be overhauled while the other is at work no
 Pumps connected to the Main Bilge Line { No. and size 2-7" x 6 1/2 x 15 + 9 x 8 x 18" How driven Steam
 Lubricating Oil Pumps, including Spare Pump, No. and size 1-9" x 8" x 18"
 Oil Cooler 5 in E.R @ 2 1/2" 2 in B.R @ 2 1/2" Suctions, connected to both Main Bilge Pumps and Auxiliary Forward - 4 @ 3" Aft 2 @ 3" + Cofferdam suc 2 1/2"

Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 7" Independent Power Pump Direct Suctions to the Engine Room Bilges, 1 @ 3 1/2"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes
 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
 Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks both
 placed 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
 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
 pipes pass through the bunkers yes How are they protected yes
 pipes pass through the deep tank tubes pass thro' oil tight tunnel Have they been tested as per Rule yes
 pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 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 yes
 compartment to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from upper deck

BOILERS, &c. - (Letter for record 5) Total Heating Surface of Boilers 4068 sq. ft.
 Draft fitted yes No. and Description of Boilers 2 Water-tube Working Pressure 190 lb.
 REPORT ON MAIN BOILERS NOW FORWARDED? yes Gls Rpt. 49562
 DONKEY BOILER FITTED? no If so, is a report now forwarded? yes
 Are approved plans forwarded herewith for Shafting see Ldn 94299 Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
 General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes
 GEAR. 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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002876-002882-0144

Dates of Survey while building:

 During progress of work in shops - - - 1929 Mar 20 June 3

 During erection on board vessel - - - 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

 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 $\frac{11}{32}$ - $\frac{11}{32}$ Std Blk $\frac{9}{16}$

 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 24

 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.

 G.S.A. 7/12/29

CERTIFICATE WRITTEN.

The amount of Entry Fee ... £ : : When applied for, 5.12.19 205711

 Special ... £ : :

 Donkey Boiler Fee ... £ : : When received,

 Travelling Expenses (if any) £ 3/4/8 : : 7.12.29

H. L. Sutherland

 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

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



Particulars of Survey
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 Date of Survey
 Name of Vessel
 Name of Master
 Name of Engineer
 Name of Surveyor

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