

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

18 SEP 1929
When handed in at Local Office 18 SEP 1929
Receipt at London Office 18 SEP 1929

Survey held at Newbury Date, First Survey 3rd June Last Survey 13th June 1929
 on the Twin Is. S. "ISLANDER" (Number of Visits 7)
 made at Newbury By whom built Messrs. The Gungamouth Ship Co. Yard No. 416 Gross Tons 1619
 made at Penplew By whom made Messrs. Plenty Sons & Co. Engine No. 2609 when made 1929
 when made 1929 By whom made Babcock & Wilcox Boiler No. 6/1243 when made 1929
 Owners Christmas Island Trading Co. Port belonging to
 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 for which Vessel is intended Singapore and Christmas Island

ENGINES, &c.—Description of Engines Triple Expansion, surface condensing
 Cylinders 13 x 21 1/2 x 36 Length of Stroke 27" No. of Cylinders 3 each engine Revs. per minute
 Shaft, dia. of journals as per Rule 7.18" Crank pin dia. 7.25" Crank webs Mid. length breadth shrunk Thickness parallel to axis 1 1/8"
 as fitted 7.25" Mid. length thickness shrunk Thickness around eye-hole 3 1/8"
 Intermediate Shafts, diameter as per Rule 6.84" Thrust shaft, diameter at collars as per Rule 7.18"
 as fitted 6.875" as fitted 7.25"
 Shafts, diameter as per Rule 5.23" Screw Shaft, diameter as per Rule 7.5" Is the tube shaft fitted with a continuous liner Yes
 as fitted 5.23" as fitted 7.5" Is the screw shaft fitted with a continuous liner Yes
 Liners, thickness in way of bushes as per Rule 3/8" Thickness between bushes as per Rule 3/8" Is the after end of the liner made watertight in the
 as fitted 3/8" as fitted 1/2" boss. 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
 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
 No If so, state type 8'-6" Pitch 10'-8" No. of Blades 4 Material Man. Bze whether Movable No Total Developed Surface 24 1/2 sq. feet
 Diameter 2 3/4" Stroke 13 1/2" Can one be overhauled while the other is at work Yes
 Diameter 2 3/4" Stroke 13 1/2" Can one be overhauled while the other is at work Yes
 No. and size 2 - 6 x 8 1/2" x 18" Pumps connected to the Main Bilge Line No. and size 2 - 7 x 6 1/2" x 15" and 9 x 8" x 18"
 How driven Steam How driven Steam
 Pumps, No. and size 1 - 9" x 8" x 18" Lubricating Oil Pumps, including Spare Pump, No. and size 1
 Independent means arranged for circulating water through the Oil Cooler
 Suctions, connected to both Main Bilge Pumps and Auxiliary
 In Engine and Boiler Room 5 in Eng. Room @ 2 1/2" - 2 in Boiler Room @ 2 1/2"
 &c. 4 @ 3" aft. 2 @ 3" 1 in forepeak aft. 2 1/2"

Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 7" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 size 1 @ 3 1/2" 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
 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
 each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
 How are they protected
 How are they protected
 Have they been tested as per Rule
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 4068 #
 Draft fitted No No. and Description of Boilers Two Water Tube Working Pressure 190 lbs/sq"

REPORT ON MAIN BOILERS NOW FORWARDED?
 DONKEY BOILER FITTED? No If so, is a report now forwarded?
 Are approved plans forwarded herewith for Shafting March 14 1929 Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)

General Pumping Arrangements Oil fuel Burning Piping Arrangements
TOOL GEAR. State the articles supplied: 8 Top end bolts & nuts - 4 Bottom end bolts & nuts -
Coupling bolts - 2 Drain bearings - 2 valve spindles - 2 complete sets
top and bottom end brasses - Air pump head valve and 2 sets of
rods - 2 Air pump rods & buckets - 2 sets Main feed pumps
valves and seats - 2 sets bilge pump valves & seats - 40 Condenser tubes
valves & springs for feed checks - 12 Junk ring bolts & nuts -
Eccentric straps complete - 1 set piston rings - 1 set piston
rod springs - 2 Propeller shafts - 2 cast iron propellers -
1 set of Thrust block gads - a quantity of assorted bolts & nuts and
nuts of various sizes.

The foregoing is a correct description,
 FOR AND ON BEHALF OF
PLENTY & SON, LIMITED,
 Secretary
 Manufacturer.
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 002876-002882-0145

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June 3, 24. July 11, 26. Aug. 13, 15, 30. Sep. 13.

Dates of Survey while building
During progress of work in shops ---
During erection on board vessel ---
Total No. of visits

Dates of Examination of principal parts—Cylinders 6-6-29, 24-6-29, 11-7-29, 26-7-29 Slides 6-6-29, 30-8-29 Covers 11-7-29, 26-7-29

Pistons 6-6-29, 13-8-29 Piston Rods 6-6-29, 13-8-29 Connecting rods 6-6-29, 13-8-29

Crank shaft 24-6-29, 11-7-29, 26-7-29 Thrust shafts 26-7-29 Intermediate shafts 26-7-29, 13-8-29, 15-8-29

Tube shaft Screw shafts 11-7-29 Propeller

Stern tube 24-6-29, 11-7-29 Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material Ingot Steel Identification Mark See attached List Thrust shaft material Ingot Steel Identification Mark See attached List

Intermediate shafts, material Ingot Steel Identification Mark do Tube shaft, material Identification Mark

Screw shaft, material Ingot Steel Identification Mark See attached List Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel 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 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.)

This Machinery, which has been constructed under survey to approved plans and rule requirements, has been despatched to Grangemore for completion and installation on board.
The workmanship and materials, so far as can be seen, are good in my opinion the machinery will be eligible for the record + L.M.C. (with date) when it has been completed, fitted on board and tried under working conditions to the satisfaction of some of the Society's Surveyors.

Certificate to be sent to
The Surveyors are requested not to write on or below the space for Committee's Minute.

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| The amount of Entry Fee | £ 26 - 1 - 0 | When applied for, 18 SEP 1929 |
| Both as per U.F.O. Board Special ENGINES (LUN 1/2) | £ 11 - 7 - 0 | |
| Donkey Boiler Fee | £ : : | When received, 24/10/19 29 |
| Travelling Expenses (if any) LUN 1/2 | £ 6 : 12 - 6 | |

Alfred Palmer
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute
Assigned
TUE 10 DEC 1929
See list of up to 49892