

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

11 SEP 1929

Date of writing Report 24.4.29 When handed in at Local Office 4-9-29 Port of Greenock
 No. in Survey held at Greenock Date, First Survey 12th September 1928 Last Survey 3rd Sept 1929
 Reg. Book. S/S "Esperance" (Number of Visits 60)
 on the S/S "Esperance" Gross 4423.88 Tons
 Built at Glasgow By whom built Glasgow Ld Yard No. 826 When built 1929
 Engines made at Greenock By whom made Rankin Blackmore Engine No. 433 when made 1929
 Boilers made at ditto By whom made ditto Boiler No. 433 when made 1929
 Registered Horse Power 100 Owners A Bradford Coy Port belonging to Glasgow
 Nom. Horse Power 120 = NHP 473 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Foreign

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 75
 Dia. of Cylinders 23 1/2 - 40 - 65 Length of Stroke 45 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 13 Crank pin dia. 13 Crank webs shrunk Thickness parallel to axis 8 1/4
 Intermediate Shafts, diameter 12 1/4 Thrust shaft, diameter at collars 9 1/2 Thickness around eye-hole 5 7/8
 Tube Shafts, diameter 14 Is the screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes 3/4 Thickness between bushes 5/8 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 56
 Propeller, dia. 17.0 Pitch 16.3 No. of Blades 4 Material Iron whether Moveable No Total Developed Surface 90 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2 Stroke 24 Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 Stroke 24 Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 3 (4x2) (5x8) (4x6) Pumps connected to the Main Bilge Line { No. and size one 12x12
 How driven Steam How driven Steam
 Ballast Pumps, No. and size one 12x12 Lubricating Oil Pumps, including Spare Pump, No. and size 2 (4x15)
 Are two independent means arranged for circulating water through the Oil Cooler one Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3 at 23 1/4 Boiler Room 1. 2 1/2 Tunnel Well 1. 2 1/2
 In Holds, &c. 901. 2. 3 902. 2. 3 1/4 903. 2. 2 904. 2. 2 1/2

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-4 1/2 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-4 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 None How are they protected None
 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 Yes Is it fitted with a watertight door Yes worked from VER PLATFORM

MAIN BOILERS, &c.—(Letter for record 3) Total Heating Surface of Boilers 6141.4
 Is Forced Draft fitted Yes No. and Description of Boilers 3 Single Ended 358 Working Pressure 200
 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 Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—
2 Counting Rod top end bolts & nuts
ditto for bottom end, 2 main bearing bolts one set of coupling bolts one set of Feed & Bilge pump valves a quantity of assorted bolts & nuts & Iron of various sizes

The foregoing is a correct description,
 RANKIN & BLACKMORE, LTD.,

[Signature] Director. Manufacturer.



NOTE.—The words which do not apply should be deleted.

GENERAL REMARKS
the Plans show

Mid
Sept
P
Mid
Larkin

Dates of Survey while building
 During progress of work in shops --- (1928) Sept 12-21-24 Oct 1-10-14-25-31 Nov 2-5-13-19-26-29 Dec 5-13-19-28 (1929) Jan 10-23 Feb 1-5-6-11-13-26-28 Mar 4-13-19-27
 During erection on board vessel --- April 1-10-15-19-25-30 May 4-14-23-28 June 4-4-10-13-18-25 July 1-2-14-18-23-30 Aug 2-3-5-21-26 Sept 3
 Total No. of visits 60

Dates of Examination of principal parts—Cylinders 6. 2- 29 Slides 19. 3- 29 Covers 6- 2- 29
 Pistons 13. 3- 29 Piston Rods 13. 3- 29 Connecting rods 30. 4- 29
 Crank shaft 30. 4- 29 Thrust shaft *see left Reft* Intermediate shafts 25- 6- 29
 Tube shaft *✓* Screw shaft 25- 6- 29 Propeller 25- 4- 29
 Stern tube 10- 6- 29 Engine and boiler seatings 13- 6- 29 Engines holding down bolts 30. 7- 29
 Completion of fitting sea connections 13- 6- 29
 Completion of pumping arrangements 30. 7- 29 Boilers fixed 30. 7- 29 Engines tried under steam 3- 9- 29
 Main boiler safety valves adjusted 21. 8- 29 Thickness of adjusting washers *P 11 32 S 5 16 P 14 6 S 14 P 11 32 S 21*
 Crank shaft material *S* Identification Mark *LR 1105, 1115, WGM* Thrust shaft material *S* Identification Mark *see left*
 Intermediate shafts, material *S* Identification Mark *LR 1309, 1399, 1399* Tube shaft, material *—* Identification Mark
 Screw shaft, material *S* Identification Mark *LR 1257 WGM* Steam Pipes, material *910* Test pressure 600 Date of Test 3-8
 Is an installation fitted for burning oil fuel *910* Is the flash point of the oil to be used over 150°F. *✓*
 Have the requirements of the Rules for carrying and burning oil fuel been complied with *✓*
 Is this machinery duplicate of a previous case *910* If so, state name of vessel *✓*

General Remarks (State quality of workmanship, opinions as to class, &c.)
 These Enguin & Boiler have been built under special survey in accordance with the approved plans & the workmanship & material are of good quality. They are now securely fitted on board under steam & found satisfactory also the Bauer trial & P turbine etc Rept: 9: H 9218.
 The Machinery is eligible in my opinion for the record of *✠* L M E 9-29.

GREENOCK

The amount of Entry Fee ... £ 5. 0. 0
 Special ... £ 88. 0. 0
 Travelling Expenses (if any) £ 2. 0. 0
 When applied for, 4th SEPTEMBER 1929
 When received, 12.9.29

W. Gordon-Mullen
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 10 SEP 1929

Assigned + L M E 9.29

CERTIFICATE WRITTEN



© 2020

Lloyd's Register Foundation