

SEP 16 1937

No. 58845

Rpt. 4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report

10

When handed in at Local Office

13. 9. 37

Port of

Glasgow.

No. in Survey held at

Glasgow

Date, First Survey

13. 10. 36

Last Survey

9-9-1937

Reg. Book

on the

S/S "DONAGHADEE"

Built at

Glasgow

By whom built

A. J. Inglis & Co.

Yard No. 998 P

Tons Gross 662

Net 284

When built 1937

Engines made at

Glasgow

By whom made

Atchison Blair & Co.

Engine No. 207

When made 1937

Boilers made at

Glasgow

By whom made

D. Rowan & Co.

Boiler No. B 425

When made 1937

Registered Horse Power

Owners

John Kelly & Co.

Port belonging to Belfast

Nom. Horse Power as per Rule

104

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

Trade for which Vessel is intended

Coasting

ENGINES, &c.

Description of Engines

Triple expansion

Revs. per minute 110

Dia. of Cylinders

13 1/2 - 23 - 30

Length of Stroke

27

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 7 5/8

Crank pin dia.

7 5/8

Crank webs

Mid. length breadth 14 3/8

Thickness parallel to axis 5 1/16

Intermediate Shafts, diameter

as per Rule 7 5/8

as fitted

Thrust shaft, diameter at collars

as per Rule 7 5/8

as fitted

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 8 7/8

as fitted

Is the shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule 9/16

as fitted

Thickness between bushes

as per Rule 1/2

as fitted

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

One length

If two liners are fitted, is the shaft lapped or protected between the liners

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

Propeller, dia.

10'-0"

Pitch

10'-9"

No. of Blades

4

Material

O.C.

whether Moveable Solid

Total Developed Surface

34.8 sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

2 1/4"

Stroke

14"

Can one be overhauled while the other is at work

yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

2 1/4"

Stroke

14"

Can one be overhauled while the other is at work

yes

Feed Pumps

No. and size

1-6" x 4 1/4" x 6"

Pumps connected to the

No. and size

1- Ballast 6" x 7" x 8"

How driven

Steam

How driven

Steam

Main Bilge Line

How driven

Steam

Ballast Pumps, No. and size

1-6" x 7" x 8"

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

none

Are two independent means arranged for circulating water through the Oil Cooler

yes

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps; - In Engine and Boiler Room

2-2", 1-2 1/4"

In Holds, &c.

Nº 1 hold 2-2 1/4"

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

1-4"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1-3"

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

Forward hold suction

How are they protected

under ceiling

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

none

Is it fitted with a watertight door

yes

worked from

yes

MAIN BOILERS, &c.

(Letter for record)

Total Heating Surface of Boilers

1834 sq. ft.

Is Forced Draft fitted

no

No. and Description of Boilers

1-trinititubular

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

Is the donkey boiler intended to be used for domestic purposes only

yes

PLANS.

Are approved plans forwarded herewith for Shafting

5-10-36

Main Boilers

yes

Auxiliary Boilers

none

Donkey Boilers

none

Superheaters

none

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

none

SPARE GEAR.

Has the spare gear required by the Rules been supplied

yes

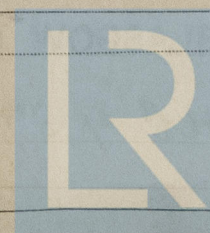
State the principal additional spare gear supplied

The foregoing is a correct description,

ATCHISON, BLAIR, LIMITED.

Arch Blair

Manufacturer.



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Lloyd's Register Foundation

004906-004917-0068

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

1936 Oct: 13 Dec: 15-23 (1937) Jan: 11 Feb: 5-12-17-23 Mar: 2-11-16-25-31
 During progress of work in shops - - -
 Apr: 7-20-28 May: 10-14-18-24-26 June: 2-8-11-16-22-24 July: 1 Aug: 17
 1937 June: 28 July: 9-29 Aug: 7-20-24 Sep: 3-9
 During erection on board vessel - - -
 Total No. of visits **37**

Dates of Examination of principal parts—Cylinders **15-12-36 di** Slides **11-1-37, di** Covers **15-12-36, di**
 Pistons **11-1-37 di** Piston Rods **11-1-37 di** Connecting rods **23-12-36 di**
 Crank shaft **11-1-37 di** Thrust shaft **11-1-37 di** Intermediate shafts **none**
 Tube shaft **none** Screw shaft **12-2-37, di** Propeller **16-6-37.**
 Stern tube **5-2-37 di** Engine and boiler seatings **28-6-37** Engines holding down bolts **20-8-37**
 Completion of fitting sea connections **9-7-37**
 Completion of pumping arrangements **24-8-37** Boilers fixed Engines tried under steam
 Main boiler safety valves adjusted Thickness of adjusting washers
 Crank shaft material **8** Identification Mark **645** Thrust shaft material **8** Identification Mark **115**
 Intermediate shafts, material **none** Identification Marks **✓** Tube shaft, material **none** Identification Mark **✓**
 Screw shaft, material **8** Identification Mark **645** Steam Pipes, material **Copper** Test pressure **400** Date of Test
 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 **✓**
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with **not desired**
 Is this machinery duplicate of a previous case **yes** If so, state name of vessel **"Crossgar."**

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery of this vessel has been built under special survey in accordance with the approved plans, and the Society's Rules and requirements the materials and workmanship are good, it has been securely fitted on board, and satisfactorily tried under steam and in our opinion is eligible for the record + L.M.C. 9-37.*

13/9/37

GLASGOW

The amount of Entry Fee ... £ **3** : - :
 Special **3** ... £ **15** : 12 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, **15 SEP 1937**
 When received, **7-10-1937**

Jas. S. Cairns, L. Davis T. O'Haris
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW 15 SEP 1937**

Assigned **+ L.M.C. 9, 37**