

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 Glydebank & Glasgow Date, First Survey 13. 10. 36 Last Survey 9-9-1937
 Reg. Book on the S/S "DONAGHADEE" (Number of Visits 37) Gross Tons 662 Net Tons 284
 Built at Glasgow By whom built A. J. Inglis & Co. Yard No. 998 P When built 1937
 Engines made at Glydebank By whom made Aitchison 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 5-10-36 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 5-10-36 Thrust shaft, diameter at collars as per Rule 7 5/8"
 Tube Shafts, diameter as per Rule none Screw Shaft, diameter as per Rule 8 7/8" Is the screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule 9/16" Thickness between bushes as per Rule 1/2" 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 yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft yes
 Propeller, dia. 10'-0" Pitch 10'-9" No. of Blades 4 Material O.6. 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 Main Bilge Line { No. and size 1- Ballast 6" x 7" x 8"
 How driven Steam 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 Pump Room none 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 S) Total Heating Surface of Boilers 1834 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers 1-multitubular 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 5-10-36 Main Boilers yes Auxiliary Boilers none Donkey Boilers none
 Superheaters none General Pumping Arrangements none 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,

AITCHISON, BLAIR, LIMITED.

Aitch Blair DIRECTOR

Manufacturer.



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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 S Identification Mark 645 Thrust shaft material S Identification Mark 115
 Intermediate shafts, material none Identification Marks ✓ Tube shaft, material none Identification Mark ✓
 Screw shaft, material S 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 ... £ 15 : 12 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 15 SEP 1937
 When received, 7.10.1937

Jas. 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

