

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report 20/3/1927. When handed in at Local Office 9th May 1927. Port of Greenock
 No. in Survey held at Greenock Date, First Survey 3rd June 1927 Last Survey 9.5.1927
 Reg. Book. S/S "Ulek-andar I" (Number of Visits 102.)
 on the
 Built at P. A. Elson By whom built Lithgow & Co. Yard No. 760
 Engines made at Greenock By whom made John Kincaid Engine No. 619
 Boilers made at ditto By whom made ditto Boiler No. 619
 Registered Horse Power 563. Owners Jugoslav American Flac Port belonging to
 Nom. Horse Power as per Rule 163. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Triple expansion
 Dia. of Cylinders 24"-14.5"-14" Length of Stroke 51" Revs. per minute 65 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 14.37" as fitted 14.12" Dia. of Crank pin 14 1/2" Crank webs Mid. length breadth 9 1/2" Thickness parallel to axis 5 3/4"
 Diameter of Thrust shaft under collars as per rule 14.34" as fitted 14.12" Diameter of Tunnel shaft as per rule 13.68" as fitted 13.94" Diameter of Screw shaft as per rule 15.2" as fitted 15 1/2" Is the Screw shaft fitted with a continuous liner the whole length of the stern tube Yes 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 joints burned If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive
 If two liners are fitted, is the shaft lapped or protected between the liners Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated
 Pitch of Propeller 18° 0' No. of Blades 4 State whether Moveable No Total Surface 1084 square feet.
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 4 1/2" Stroke 28" Can one be overhauled while the other is at work Yes
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 4 1/2" Stroke 28" Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps one WEIRS 8" 10 1/2" x 22"
 No. and size of Pumps connected to the Main Bilge Line one 9" x 13" x 10"
 No. and size of Ballast Pumps 9" x 13" x 10" No. and size of Lubricating Oil Pumps, including Spare Pump
 Are two independent means arranged for circulating water through the Oil Cooler No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3" 3" Tunnel well 1-2 1/4" and in Holds, &c. 1" 2-3" 2" 2.3 1/2"

No. and size of Main Water Circulating Pump Bilge Suctions one 9" No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges one 5"
 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 connections with the sea direct on the skin of the ship Yes Are they 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 Discharge Pipes 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 are carried through the bunkers Bilge Suction How are they protected Wood. casing (tunnel)
 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 Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from VERPLAGORIN

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 8489 ft.
 Is Forced Draft fitted Yes No. and Description of Boilers 3 Single ended Working Pressure 180
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— 2 Connecting Rod bolts nuts for top end. 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.

FOR JOHN G. KINCAID & COY. LIMITED
 The foregoing is a correct description.

W. G. Cantin

Manufacturer.

DIRECTOR



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005344-005352-0039

Dates of Survey while building
 During progress of work in shops -- (1924) June 3-18-20-26-30 July 18-23-24 Aug 11 Sept 11-22 Oct 2-7-16-27-30 Nov 6-21-22-26-30 (1925) Jan 9-16-24 Feb 3-11-25 Mar 2-10-16-18-24
 During erection on board vessel --- May 3-7-26 Aug 10-12-28 Sept 24-27 Dec 3 (1927) Jan 21 Feb 14-7-8-9-10-11-15-16-21 Mar 9-11-29 Apr 1-5-7-12-13-14-15-18-20-22-5-27-29
 May 6-9
 Total No. of visits 104

Dates of Examination of principal parts - Cylinders 11. 3. 26 Slides 10. 8. 26
 Covers 11. 3. 26 Pistons 31. 3. 25 Rods 11. 3. 26
 Connecting rods 11. 3. 26 Crank shaft 5. 3. 26 Thrust shaft 11. 2. 27
 Tunnel shafts 11. 2. 27 Screw shaft 21. 2. 27 Propeller 21. 4. 27
 Stern tube 10. 2. 27 Engine and boiler seatings 16. 2. 27 Engines holding down bolts 12. 4. 27
 Completion of pumping arrangements 12. 4. 27 Boilers fixed 12. 4. 27 Engines tried under steam 6. 5. 27
 Completion of fitting sea connections 16. 2. 27 Stern tube 16. 2. 27 Screw shaft and propeller 25. 4. 27
 Main boiler safety valves adjusted 29. 4. 27 Thickness of adjusting washers P 3 1/2 S 4 1/16 P 3 1/8 S 3 1/32 P 1 1/2 S 3 1/8
 Material of Crank shaft S Identification Mark on Do. LR 6130 WGM
 Material of Thrust shaft S Identification Mark on Do. LR 6130 WGM 531
 Material of Tunnel shafts S Identification Marks on Do. LR 6130 WGM
 Material of Screw shafts S Identification Marks on Do. LR 6130 WGM
 Material of Steam Pipes S Test pressure 540 Date of Test 15. 4. 27
 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 carrying and burning oil fuel been complied with -
 Is this machinery duplicate of a previous case No If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c. These Buguis & Boilon 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, tried under steam & found satisfactory. The machinery is eligible in my opinion for the record of LMC 5-27.

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 5. 27. FD.CL.

W.D.
 31/5/27

The amount of Entry Fee ... £ 6 : -
 Special ... £ 103 : 3
 Donkey Boiler Fee ... £ : -
 Travelling Expenses (if any) £ : -

When applied for,
 10th May 1927
 When received,
 11th May 1927

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

Committee's Minute GLASGOW 17 MAY 1927

Assigned + L.M.C. 5-27.

F.D.
 CERTIFICATE WRITTEN.
 26.5.27



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