

REPORT ON MACHINERY

No. 18242
WFD. 11 JUN. 1924

Received at London Office

Date of writing Report 31/5/24 When handed in at Local Office 3.6.24 Port of Greenock

No. in Survey held at Greenock Date, First Survey 6th March 1924 Last Survey 3.6.1924
Reg. Book. 28505 on the S/S Dorset Coast (Number of Visits 23. 14 Aug 2002)

Master Capt. J. Ford, Built at Bristol By whom built James Town 813 C.L. (180) When built 1924
Engines made at Greenock By whom made John & Niscaid C.L. (612) when made 1924
Boilers made at Glasgow By whom made Drummond Jackson Ld. when made -

Registered Horse Power Owners Coast Lines Ld. Port belonging to Liverpool
Nom. Horse Power as per Section 28 1044 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Triple Expansion No. of Cylinders 3 No. of Cranks 3

Dia. of Cylinders 14"-23"-38" Length of Stroke 27" Revs. per minute - Dia. of Screw shaft as per rule 7.8" Material of screw shaft as fitted 8" Material of screw shaft 5"

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 water tight in the propeller boss - 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 a plastic material insoluble in water and non-corrosive If two liners are fitted, is the shaft lapped or protected between the liners Length of stern bush 32"

Dia. of Tunnel shaft as per rule 4.11" Dia. of Crank shaft journals as per rule 4.46" Dia. of Crank pin 4 1/2" Size of Crank webs 14 3/8" x 4 3/4" Dia. of thrust shaft under collars 4 1/2" Dia. of screw 9.0" Pitch of Screw 12.0" No. of Blades 4 State whether moveable No Total surface 25 #

No. of Feed pumps 2 Diameter of ditto 2 1/2" Stroke 14" Can one be overhauled while the other is at work Yes
No. of Bilge pumps 2 Diameter of ditto 2 1/2" Stroke 14" Can one be overhauled while the other is at work Yes

No. of Donkey Engines Two Sizes of Pumps 7x7x8 6 1/2 x 4 x 6 No. and size of Suctions connected to both Bilge and Donkey pumps In Engine Room & stokehold 3-2 In Holds, &c. 2-2

No. of Bilge Injections 4 sizes 4 Connected to condenser, or to circulating pump or pump Is a separate Donkey Suction fitted in Engine room & size Yes 3"

Are all the bilge suction pipes fitted with roses Yes Are the roses in Engine room always accessible Yes Are the sluices on Engine room bulkheads always accessible -

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 Hold suction How are they protected With casing

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges Yes

Is the Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door - worked from -

BOILERS, &c.—(Letter for record) Manufacturers of Steel

Total Heating Surface of Boilers Is Forced Draft fitted No. and Description of Boilers

Working Pressure Tested by hydraulic pressure to Date of test No. of Certificate

Can each boiler be worked separately Area of fire grate in each boiler No. and Description of Safety Valves to each boiler

Area of each valve Pressure to which they are adjusted Are they fitted with easing gear

Smallest distance between boilers or uptakes and bunkers or woodwork Mean dia. of boilers Length Material of shell plates

Thickness Range of tensile strength Are the shell plates welded or flanged Descrip. of riveting: cir. seams

long. seams Diameter of rivet holes in long. seams Pitch of rivets Lap of plates or width of butt straps

Per centages of strength of longitudinal joint rivets. Working pressure of shell by rules Size of manhole in shell

Size of compensating ring No. and Description of Furnaces in each boiler Material Outside diameter

Length of plain part top Thickness of plates crown Description of longitudinal joint No. of strengthening rings

bottom Working pressure of furnace by the rules Combustion chamber plates: Material Thickness: Sides Back Top Bottom

Pitch of stays to ditto: Sides Back Top If stays are fitted with nuts or riveted heads Working pressure by rules

Material of stays Area at smallest part Area supported by each stay Working pressure by rules End plates in steam space:

Material Thickness Pitch of stays How are stays secured Working pressure by rules Material of stays

Area at smallest part Area supported by each stay Working pressure by rules Material of Front plates at bottom

Thickness Material of Lower back plate Thickness Greatest pitch of stays Working pressure of plate by rules

Diameter of tubes Pitch of tubes Material of tube plates Thickness: Front Back Mean pitch of stays

Pitch across wide water spaces Working pressures by rules Girders to Chamber tops: Material Depth and

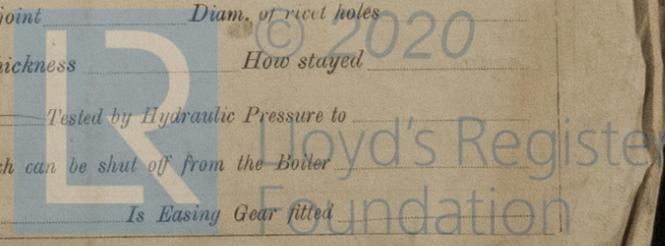
thickness of girder at centre Length as per rule Distance apart Number and pitch of stays in each

Working pressure by rules Steam dome: description of joint to shell % of strength of joint

Diameter Thickness of shell plates Material Description of longitudinal joint Diam. of rivet holes

Pitch of rivets Working pressure of shell by rules Crown plates Thickness How stayed

SUPERHEATER Type Date of Approval of Plan Tested by Hydraulic Pressure to
Date of Test Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler
Diameter of Safety Valve Pressure to which each is adjusted Is Easing Gear fitted



If not state whether, and when, one will be sent?

Is a Report also sent on the Hull of the Ship?

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IS A DONKEY BOILER FITTED?

Yes

If so, is a report now forwarded?

Yes

SPARE GEAR. State the articles supplied:-

Two top & two bottom end connecting rods & nuts, two main bearing brass nuts, one set of coupling bolts & nuts, one set of feed & bilge pump valves, one main & one donkey feed chest valve, one set of engine & pump valves, assorted bolts & nuts

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

Robert Green

Manufacturer.

Dates of Survey while building: During progress of work in shops - 1924. Mar. 6, 7, 11, 17, 18, 20, 24, 27. Apr. 3, 10, 18, 21, 22. May 1, 6, 9, 14, 15, 19, 21, 28, 30. June 3. During erection on board vessel - Apr 25, May 13, June 19, 21, July 1, 2, 10, 21, Aug 6, 11, 12, 14, 23, 30. Total No. of visits 23 + 14. Is the approved plan of main boiler forwarded herewith - Yes. " " " donkey " " " - Yes.

Dates of Examination of principal parts - Cylinders 21. 5. 24 Slides 19. 5. 24 Covers 21. 5. 24 Pistons 22. 4 24 Rods 19. 5. 24 Connecting rods 19. 5. 24 Crank shaft 19. 5. 24 Thrust shaft 19. 5. 24 Tunnel shafts 10. 7. 24 Screw shaft 6. 5. 24 Propeller 6. 5. 24 Stern tube 6. 5. 24 Steam pipes tested 1. 7. 24 Engine and boiler seatings 10. 7. 24 Engines holding down bolts 10. 7. 24 Completion of pumping arrangements 14. 8. 24 Boilers fixed 10. 7. 24 Engines tried under steam 14. 8. 24 Completion of fitting sea connections 6. 8. 24 Stern tube 6. 8. 24 Screw shaft and propeller 6. 8. 24 Main boiler safety valves adjusted 11. 8. 24 Thickness of adjusting washers P 13 S 76 LLOYDS WGM 7029 LLOYDS WGM 2298 DM

Material of Crank shaft S Identification Mark on Do. 2360 Material of Thrust shaft S Identification Mark on Do. 7029 Material of Tunnel shafts S Identification Marks on Do. Material of Screw shafts S Identification Marks on Do. 2298 DM Material of Steam Pipes Solid brass copper Test pressure 360 lbs

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 Section 49 of the Rules 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. This engine was built under special survey. The workmanship & material are of good quality. This engine when securely fitted on board, tried under steam, will be in my opinion eligible for the record of L.M.C. with date. The machinery is being shipped to Bristol, at which port it will be fitted on board. Bristol Surveyor advised.

This engine together with the boiler (Reports attached) have been fully examined in board in accordance with the Rules & tried under full working conditions with satisfactory results & are now eligible for record L.M.C. P. 74.

John W. Curryne W. Gordon Maclean Engineer Surveyor to Lloyd's Register of Shipping.

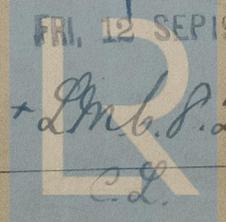
The amount of Entry Fee £ 10-8 Special £ 2-5-4 Donkey Boiler Fee £ 5-4 Travelling Expenses (if any) £

Committee's Minute Assigned Deferred

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

GLASGOW 10 JUN 1924

FRI, 12 SEP 1924



Lloyd's Register Foundation

CERTIFICATE WRITTEN