

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 7 FEB 1931

Date of writing Report 6-2-1931 When handed in at Local Office 6-2-1931 Port of Aberdeen

No. in Survey held at Aberdeen Date, First Survey 25-9-30 Last Survey 30-1-1931
 Reg. Book. on the S.S. "EARL SIGURD" (Number of Visits 22)

Gross 221.20
 Net 82.34
 Tons

Built at Aberdeen By whom built Hall, Russell & Co. Ltd. Yard No. 718 When built 1930

Engines made at Aberdeen By whom made Hall, Russell & Co. Ltd. Engine No. 718 when made 1930

Boilers made at Aberdeen By whom made Hall, Russell & Co. Ltd. Boiler No. 718 when made 1931

Registered Horse Power Owners Orkney Ste. Nav. Co. Ltd. Port belonging to Kirkwall

Nom. Horse Power as per Rule 76 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 120

Dia. of Cylinders 12" 20" 34" Length of Stroke 23" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 6.35" as fitted 6.3" Crank pin dia. 6.3" Crank webs Mid. length breadth 10 1/4" Thickness parallel to axis 4 3/4"

Intermediate Shafts, diameter as per Rule 6.05" as fitted 6.2" Thrust shaft, diameter at collars as per Rule 6.35" as fitted 6.3"

Tube Shafts, diameter as per Rule 6.66" as fitted 7 1/4" Is the tree shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule .497" as fitted 9/16" Thickness between bushes as per Rule .373" as fitted 3/8" 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 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 yes

Propeller, dia. 7-3" Pitch 11-0" No. of Blades 4 Material C.I. whether Movable no Total Developed Surface 20 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 2 3/8" Stroke 12" Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/8" Stroke 12" Can one be overhauled while the other is at work yes

Feed Pumps { No. and size One 4 1/2" x 3" x 6" Duplex Main Bilge Line { No. and size One 5" x 5" x 6" Duplex
 How driven Steam How driven Steam

Ballast Pumps, No. and size One 5" x 5" x 6" Duplex 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 One 2" from engine room. One 2" from boiler room.

In Holds, &c. One 2" from each of following:— Crew space, Hold P.S., Tunnel well.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 3" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 2 1/4"

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 —

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 Top platform

MAIN BOILERS, &c.—(Letter for record r.) Total Heating Surface of Boilers 1387 sq. ft.

Is Forced Draft fitted no No. and Description of Boilers One S.E. Main Working Pressure 180 lbs.

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 no Main Boilers yes Auxiliary Boilers — Donkey Boilers —

(If not state date of approval)

Superheaters — General Pumping Arrangements yes Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:— As per Rule. Also 1 set air pump valves, 1 set circulating pump valves, 1 main feed check valve, 1 donkey feed check valve, 1 safety valve spring.

The foregoing is a correct description,
 FOR HALL, RUSSELL & CO., LTD.

James G. Hunter DIRECTOR.

Manufacturer.



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Lloyd's Register
 Foundation

009986-2 04993-0065

1930. Sept. 25. 30. Oct. 13. 16. 21. Nov. 14. 18. 21 Dec. 2. 6. 16. 18.

Dates of Survey while building
 During progress of work in shops --
 During erection on board vessel ---
 Total No. of visits

1931. Dec. 19. 24. 29. Jan. 7. 9. 15. 16. 21. 22. 30.
 22

Dates of Examination of principal parts—Cylinders 18-11-30 Slides 21-11-30 Covers 18-11-30
 Pistons 21-11-30 Piston Rods 2-12-30 Connecting rods 2-12-30
 Crank shaft 19-8-30 Thrust shaft 21-11-30 Intermediate shafts 21-11-30
 Tube shaft ✓ Screw shaft 6-12-30 Propeller 6-12-30
 Stern tube 6-12-30 Engine and boiler seatings 16-12-30 Engines holding down bolts 24-12-30
 Completion of fitting sea connections 16-12-30
 Completion of pumping arrangements 21-1-31 Boilers fixed 24-12-30 Engines tried under steam 22-1-31.
 Main boiler safety valves adjusted 15-1-31 Thickness of adjusting washers P + S. $\frac{7}{16}$
 Crank shaft material Steel Identification Mark 868 E.E. Thrust shaft material Steel Identification Mark 869 P.F.
 Intermediate shafts, material Steel Identification Marks 870 P.F. Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Steel Identification Mark 871 P.F. Steam Pipes, material S.D. Copper Test pressure 360 lb. Date of Test 19-12-30
 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 ✓
 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.)

The machinery of this vessel has been constructed under Special Survey in accordance with the approved plans & the Rules of this Society. The materials & workmanship are good. The machinery has been efficiently installed on board the vessel, tried under working conditions, and found good; and is eligible in my opinion to have the record of Lmc 1.31. C.L. in the Register Book.

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

The amount of Entry Fee ... £ 2 : - :
 Special ... £ 19 : - :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 6-2-1931
 When received, 9-2-1931

P. Fitzgerald
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned

FRI. 13 FEB. 1931
 + Lmc. 1.31

