

Rpt. 4.

No. 53836

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

20 SEP 1933 23 OCT 1933

Date of writing Report 10 When handed in at Local Office 10 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey Last Survey 15-9-1933
 Reg. Book. on the new steel ship "FRANCIS FLAGGATE". Tons { Gross Net
 Built at Burntisland By whom built Burntisland S.B. Co. Ltd. Yard No. 175 When built 1933
 Engines made at Glasgow By whom made D. Rowan & Co. Ltd. Engine No. 956 When made 1933
 Boilers made at Glasgow By whom made D. Rowan & Co. Ltd. Boiler No. 956 When made 1933
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule 218 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute
 Dia. of Cylinders 20"-23"-54" Length of Stroke 36" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 10.668" Crank pin dia. 10 3/4" Mid. length breadth 15 1/2" Thickness parallel to axis 6 7/8" shrunk
 as fitted 10 3/4" Mid. length thickness 6 7/8" Thickness around eye-hole 4 7/8"
 Intermediate Shafts, diameter as per Rule 10.16" Thrust shaft, diameter at collars as per Rule 10.668" as fitted 10 3/4" inside
 Tube Shafts, diameter as per Rule 11.38" as fitted 11 1/2" Is the tube screw shaft fitted with a continuous liner yes
 as fitted 11 1/2" Is the after end of the liner made watertight in the
 Bronze Liners, thickness in way of bushes as per Rule 11.644" Thickness between bushes as fitted 5/8" Is the after end of the liner made watertight in the
 as fitted 11 1/2" If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner —
 propeller boss yes 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 yes
 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
 shaft — If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 3-10"
 Propeller, dia. 14-8" Pitch 15-1" No. of Blades 4 Material best iron whether Moveable no Total Developed Surface 72 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 18" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 18" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size Pumps connected to the { No. and size
 How driven Main Bilge Line How driven
 Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room In Holds, &c.
 In Pump Room

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 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
 Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
 What Pipes pass through the bunkers How are they protected
 What pipes pass through the deep tanks Have they been tested as per Rule
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 3600 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers 2 SB Working Pressure 200 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? —
 Is the donkey boiler intended to be used for domestic purposes only
 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 no Oil fuel Burning Piping Arrangements —

SPARE GEAR.

Has the spare gear required by the Rules been supplied
 State the principal additional spare gear supplied

The foregoing is a correct description,
 For David Rowan & Co. Ltd.
 Arch. W. Grierson.

Manufacturer.



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1932 Nov. 17. 23. 25. 29. Dec. 6. 15. 20. 23. 1933 Jan. 10. 13. 16. 19. 25. 31. Feb. 6. 13. 14. 16. 20. 22.
 During progress of work in shops - - Mar. 1. 6. 9. 13. 17. 27. 29. Apr. 12. 14. 17. 19. 24. 25. 26. 27. 28. May 1. 5. 8. 10. 12. 15. 17. 24. 26. 29. June 2. 6. 8. 9. 15. 23.
 30. July 6. Aug. 2. 7. 15. 16. 17. 22. 24. 29. 31. Sept 5. 15. 26. 28.
 During erection on board vessel - -
 Total No. of visits 65.

Dates of Examination of principal parts—Cylinders 27-3-33 Slides 27-4-33 Covers 27-4-33
 Pistons 28-5-33 Piston Rods 22-8-33 Connecting rods 8-5-33
 Crank shaft 28-4-33 Thrust shaft 24-8-33 Intermediate shafts -
 Tube shaft - Screw shaft 16-8-33 Propeller 1-5-33
 Stern tube 7-8-33 Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections
 Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material 7. Steel Identification Mark LLOYDS No. 642 Thrust shaft material 7. Steel Identification Mark LLOYDS No. 641

Intermediate shafts, material Identification Marks J.H. 28-4-33 Tube shaft, material Identification Mark L.C.D. 24-8-33

Screw shaft, material 7. Steel Identification Mark LLOYDS No. 688 Steam Pipes, material Steel Test pressure 600 lb Date of Test 15-9-33

Is an installation fitted for burning oil fuel 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 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

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 workmanship and materials are good.

The machinery has been constructed under special survey and has been sent to Sunderland to be fitted in the vessel.

The amount of Entry Fee ... £ 4 :

Special 4/6 ... £ 43 : 12

Donkey Boiler Fee ... £ 10 : 18

Travelling Expenses (if any) £ :

When applied for 19 SEP 1933

When received, 26.9.1933

S. C. Davis

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 26 JUN 1934

TUE. 31 OCT 1933

Committee's Minute GLASGOW 19 SEP 1933

Assigned Deferred

See Ch 3 E 18506



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MULTITUB

Manufacturers

Total Heating

No. and Descri

Tested by hydr

Area of Fireg

Area of each

In case of don

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Smallest dist

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