

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

24 JUL 1929

Date of writing Report 22/7/1929 When handed in at Local Office 23/7/1929 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 21.6.29 Last Survey 9 July 1929
 Req. Book. on the S.S. MASUNDA (Number of Visits 46)
 Built at Glasgow By whom built Messrs. A. Stephen & Sons Ltd. Yard No. 524 When built 1929
 Engines made at do By whom made do Engine No. 524 when made 1929
 Boilers made at do By whom made do Boiler No. 524 when made 1929
 Registered Horse Power 464 Owners do Port belonging to do
 Non-Registered Horse Power as per Rule 464 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yn
 Trade for which Vessel is intended do

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 80
 Dia. of Cylinders 24" 40" 67" Length of Stroke 61" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 13.71" Crank pin dia. 13.3/4" Crank webs Mid. length breadth 18.7/4" Thickness parallel to axis 8.1/2"
 Intermediate Shafts, diameter as per Rule 13.06" Thrust shaft, diameter at collars as per Rule 13.71"
 Tube Shafts, diameter as per Rule 14.59" Screw Shaft, diameter as per Rule 14.3/4" Is the tube shaft fitted with a continuous liner Yn
 Bronze Liners, thickness in way of bushes as per Rule 7.4" Thickness between bushes as per Rule 3.5" Is the after end of the liner made watertight in the propeller boss Yn
 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 Yn
 If two liners are fitted, is the shaft lapped or protected between the liners Yn Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yn
 Length of Bearing in Stern Bush next to and supporting propeller 5'-2"
 Propeller, dia. 17'-6" Pitch 17'-6" No. of Blades 4 Material Brass whether Movable no Total Developed Surface 101 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 27" Can one be overhauled while the other is at work Yn
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 27" Can one be overhauled while the other is at work Yn
 Feed Pumps { No. and size one 9 1/2 x 7 x 21" Pumps connected to the { No. and size 1-10 1/2 x 14 x 24" 1-8 x 6 x 8"
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size 1-10 1/2 x 14 x 24" Lubricating Oil Pumps, including Spare Pump, No. and size Yn
 Are two independent means arranged for circulating water through the Oil Cooler Yn Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps; In Engine and Boiler Room 3-3 1/2", 1-2 1/2"
 In Holds, &c. h=1 Hold. 2-3 1/2", h=2 2-3 1/2", h=3, 2-3 1/2" h=4 2-5 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 8" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 4 3/4"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yn
 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 Yn
 Are all Sea Connections fitted direct on the skin of the ship Yn Are they fitted with Valves or Cocks both
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stowhold plates Yn Are the Overboard Discharges above or below the deep water line below
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yn Are the Blow Off Cocks fitted with a spigot and brass covering plate Yn
 What Pipes pass through the bunkers Nº 1-2 Hold Bilge Suctions How are they protected Steel Plate
 What pipes pass through the deep tanks Yn Have they been tested as per Rule Yn
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yn
 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 Yn Is the Shaft Tunnel watertight Yn Is it fitted with a watertight door Yn worked from Upper Deck, Bridge

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 6738 sq. ft.
 Is Forced Draft fitted Yn No. and Description of Boilers 3 S.E. 3 S.B. Working Pressure 200 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yn
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? Yn
 PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers Yn Auxiliary Boilers Yn Donkey Boilers Yn
 (If not state date of approval) 26.12.29.
 Superheaters Yn General Pumping Arrangements Yn Oil fuel Burning Piping Arrangements Yn

SPARE GEAR. State the articles supplied:— 2 both. & top end & main bearing bolts & nuts, 1 screw shaft & propeller, 1 set of connecting bolts, 1 set of valves each for feed & ballast pumps, 1 set H.P. piston rings, 3 feed check valves, 1 safety valve spring, 1 valve spindle, 1 steam chest for feed pump.

The foregoing is a correct description,
 FOR
ALEXANDER STEPHEN & SONS, LIMITED.

Alex Maclellan Director

Manufacturer.



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 Foundation

NOTE.—The words which do not apply should be deleted.

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1929 Jan 23-25-30 Feb. 6-9-14-20-26 Mar 1-6-8-12-18-19-21-26-28-29 Apr 8-11-16-19-22-24-26-30
 During progress of work in shops - - - May 1-3-7-9-13-23-27-29-31 June 3-4-6-7-10-18-20-26-28 July 3-8
 Dates of Survey while building During erection on board vessel - - -
 Total No. of visits 46

Dates of Examination of principal parts—Cylinders 7-5-29 Slides 7-5-29 Covers 7-5-29
 Pistons 7-5-29 Piston Rods 24-4-29 Connecting rods 26-4-29
 Crank shaft 3-5-29 Thrust shaft 3-5-29 Intermediate shafts 27-3-29 & 4-4-29
 Tube shaft ✓ Screw shaft 27-5-29 Propeller 27-5-29
 Stern tube 27-5-29 Engine and boiler seatings 27-5-29 Engines holding down bolts 18-6-29
 Completion of fitting sea connections 27-5-29
 Completion of pumping arrangements 18-6-29 Boilers fixed 18-6-29 Engines tried under steam
 Main boiler safety valves adjusted 28-6-29 Thickness of adjusting washers Port B. 2 1/2. Centre B. 1 3/4. Star B. 1 1/2
 Crank shaft material Steel Identification Mark 2831 Thrust shaft material Steel Identification Mark 2831
 Intermediate shafts, material Steel Identification Marks 2831 Tube shaft, material Identification Mark
 Screw shaft, material Steel Identification Mark 2831 Steam Pipes, material Steel Test pressure 650lb. Date of Test 7-6-29
 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 ✓
 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 built under Special Survey and in accordance with the Rules and approved plans. The materials and workmanship are good. It has been placed on board and efficiently secured in position. On completion it has been tried under full working conditions and found in order.
 The machinery of this vessel is eligible, in my opinion, to be classed in the Register Book with notation of L.M.C. 7.29.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 7.29. C.L. F.D.

A. Campbell for R. Lane.
 Robert Rae
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 5:00
 Special ... £ 94:12:0
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 23/7/29
 When received, 15/8/29

Committee's Minute GLASGOW 23 JUL 1929
 Assigned L.M.C. 7.29.

Glasgow

Certificate to be sent to

