

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-2 DEC. 1925

Date of writing Report 24-10-1925 When handed in at Local Office 26-11-1925 Port of Greenock

No. in Survey held at Greenock Date, First Survey 16th January, 1925. Last Survey 23rd November 1925
Reg. Book. 515 "Barrdale" (Number of Visits 61)Built at Greenock By whom built Greenock Dockyard & Co. Ltd. Yard No. 408 Tons { Gross 467 3/4
Net 300 7/8

Engines made at Greenock By whom made John G. Kincaid & Co. Ltd. Engine No. 623 when made 1925

Boilers made at ditto By whom made John G. Kincaid & Co. Ltd. Boiler No. 623 when made 1925

Registered Horse Power Owners Barr Brothers & Co. Ltd. Port belonging to Glasgow

Nom. Horse Power as per Rule 475. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Triple Expansion

Dia. of Cylinders 25"-42"-70" Length of Stroke 48 Revs. per minute 65 No. of Cylinders 3 No. of Cranks 3

Dia. of Crank shaft journals as per rule 13 1/2" as fitted 13 1/4" Dia. of Crank pin 13 1/4" Crank webs Mid. length breadth 20 1/8" Mid. length thickness 8 3/8" Thickness parallel to axis 8 3/8" Thickness around eye-hole 5 7/8"

Diameter of Thrust shaft under collars as per rule 12 1/2" as fitted 13 1/4" Diameter of Tunnel shaft as per rule 12 5/8" as fitted 12 5/8" Diameter of Screw shaft as per rule 14 1/8" as fitted 14 1/8" 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 Length of Stern Bush 4'-8 1/2" Diameter of Propeller 14'-6"

Pitch of Propeller 14'-0" No. of Blades 4 State whether Moveable No Total Surface 100 # square feet.

No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 4" Stroke 24" 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" Stroke 24" Can one be overhauled while the other is at work Yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 10' x 11' x 10' 4' x 5' x 8'

No. and size of Pumps connected to the Main Bilge Line 2 10' x 11' x 10' 4' x 5' x 8'

No. and size of Ballast Pumps one 10' x 11' 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 suctions connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 3 3" Copper dam 1 2 1/2" and in Holds, &c. 2 3" in each Deep Tank 2 2 1/2"

Tunnel Well 1 2 1/2"

No. and size of Main Water Circulating Pump Bilge Suctions one 8" 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 Flood Casing

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 U.E.R. Platform

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 4035

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 Yes Donkey Boilers Yes

General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—2 Connecting Rod bolts with for top end, ditto for bottom

2 Main Bearing bolts, 1 set of coupling bolts, 1 set of Feed & Bilge Pump

bolts, a quantity of assorted bolts with, 1 set of various sizes

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

Robert Greer

DIRECTOR

Manufacturer.



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Lloyd's Register

W168 0074

(1925) Jan. 16. Feb. 3. 4. 11. 25. Mar. 2. 10. 18. 24. Apr. 8. 13. 15. 16. 24. 27. 30. May 13. 20. June 3. 12. 19. 22. July 11. 25. 31. Aug. 5. 6.
 11. 15. 19. 21. 25. 28. 31. Sept. 2. 8. 9. 15. 23. 24. 30. Oct. 5. 6. 15. 19. 21. 23. 26. 27. 28. 29. 30. Nov. 2. 5. 6. 9. 10. 14. 16. 18. 27.

Dates of Survey while building { During progress of work in shops - - - }
 { During erection on board vessel - - - }
 Total No. of visits 61

Dates of Examination of principal parts - Cylinders 31 - 7. 25 Slides 16. 7. 25
 Covers 31. 7. 25 Pistons 16. 7. 25 Rods 25 - 8 - 25
 Connecting rods 25. 8. 25 Crank shaft 31. 7. 25 Thrust shaft 31. 7. 25
 Tunnel shafts 31. 7. 25 Screw shaft 31 - 8 - 25 Propeller 16 - 7. 25
 Stern tube 28. 7. 25 Engine and boiler seatings 19. 8. 25 Engines holding down bolts 29. 10. 25
 Completion of pumping arrangements 18. 11. 25 Boilers fixed 29. 10. 25 Engines tried under steam 23 - 11. 25
 Completion of fitting sea connections 24. 9. 25 Stern tube 24. 9. 25 Screw shaft and propeller 15 - 10. 25
 Main boiler safety valves adjusted 18. 11. 25 Thickness of adjusting washers P 5/16 S 1/4 P 1/4 S 1/8 P 3/8 S 5/16
 Material of Crank shaft S Identification Mark on Do. L.R. 623 WGM
 Material of Thrust shaft S Identification Mark on Do. L.R. 1185 WGM
 Material of Tunnel shafts S Identification Marks on Do. L.R. 1157, 1181, 1182, 185, 141, 142, 1182 WGM
 Material of Screw shafts S Identification Marks on Do. L.R. 1184
 Material of Steam Pipes Steel ✓ Test pressure 540 ✓ Date of Test 9. 11. 25
 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 Engines & Boilers have been built under Special Survey in accordance with the approved plans & the workmanship & material are of good quality. They have been securely fitted on board, tried under steam & found satisfactory. The machinery is eligible in my opinion for the record of LMC 11. 25

It is submitted that this vessel is eligible for THE RECORD. + LMC 11. 25. CL

CERTIFICATE WRITTEN

J.W.D.
 31/12/25.

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

The amount of Entry Fee ... £ 5. : 0 :
 Special ... £ 96. : 5 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 25. 11. 1925.
 When received, 30/11/25

Committee's Minute GLASGOW 1-DEC 1925

Assigned + LMC 11, 25



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