

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 12 MAR 1930

Date of writing Report 22nd FEBRUARY 1930. When handed in at Local Office 4th MARCH, 1930 Port of Greenock

No. in Survey held at Greenock Date, First Survey 2nd JULY 1929 Last Survey 4th MARCH 1930
Reg. Book. S/S Dalroy (Number of Visits 45)

on the Greenock By whom built Scotts Shipbuilding & Engineering Co. Ltd. Yard No. 545 Tons { Gross 1554.64
Net 2831.02
When built 1930

Engines made at ditto By whom made Scotts Shipbuilding & Engineering Co. Ltd. Engine No. 614 when made 1930

Boilers made at ditto By whom made ditto Boiler No. 614 when made 1930

Registered Horse Power 454 Owners United Steam Navigation Co. Ltd. Port belonging to Newcastle

Nom. Horse Power as per Rule 454 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended Foreign

ENGINES, &c.—Description of Engines Quadruple Expansion Revs. per minute 72

Dia. of Cylinders 21 1/2 - 31 - 45 - 65 Length of Stroke 48 No. of Cylinders 4 No. of Cranks 4

Crank shaft, dia. of journals as per Rule 13.55 as fitted 13.58 Crank pin dia. 13.58 Crank webs Mid. length breadth shrunk Thickness parallel to axis 8.58
Mid. length thickness shrunk Thickness around eye-hole 6.16

Intermediate Shafts, diameter as per Rule 13.9 as fitted 13 Thrust shaft, diameter at collars as per Rule 13.55 as fitted 13.58

Tube Shafts, diameter as per Rule 14.4 as fitted 14.518 Is the tube shaft fitted with a continuous liner Yes

Screw Shaft, diameter as per Rule 14.4 as fitted 14.518

Bronze Liners, thickness in way of bushes as per Rule 1.44 as fitted 1.16 Thickness between bushes as per Rule 1.55 as fitted 1.732 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 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 Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yes

Propeller, dia. 18.0 Pitch 14.6 No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 92 sq. feet

Feed Pumps worked from the Main Engines, No. None Diameter 4 Stroke 24 Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 Stroke 24 Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size 3 (2.95 x 1.2) (1.4 x 1.2) Pumps connected to the { No. and size 2. (8 x 8) 10 x 12 x 12
How driven Steam Main Bilge Line How driven Steam

Ballast Pumps, No. and size one 10 x 12 x 12 Lubricating Oil Pumps, including Spare Pump, No. and size —

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 2. 3 1/2 in. Eng Room 2. 3 1/2 in. Boiler Room 1. 3 in. Tunnel Hull
In Holds, &c. 2. 3 in. Fore hold. 2. 3 1/2 in. Fore main hold. 2. 3 1/2 in. Deep Tank 2. 3 1/2 in. after main hold

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 15 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 Bilge Suctions How are they protected conning

What pipes pass through the deep tanks ditto 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 VER PLATFORM

MAIN BOILERS, &c.—(Letter for record R) Total Heating Surface of Boilers 6300 #

Is Forced Draft fitted Yes No. and Description of Boilers 3 Single ended Working Pressure 250

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers —
(If not state date of approval)

Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—2 Connecting Rod Bolts (nut for 10 1/2 in. ditto for bottom end. 2 main Bearing bolts on 1st of coupling bolt on 2nd of Feed Bilge Pump frame a quantity of assorted bolts, nuts, washers of various sizes

The foregoing is a correct description,
SCOTTS' SHIPBUILDING & ENGINEERING COMPANY
LIMITED.

Manufacturer.

Chief Draughtsman.



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Lloyd's Register
Foundation

V162-0215

(1929) July 2-16-25-31- Aug 4-14-19-22-28-30- Sept 5-12-14-18-25- Oct 3-9-16-22-23-25-28-29- Nov 1-4-8-11-14-19-26-29- Dec 4-9-11-13-16-18-19-24-
 (1930) Jan 4-9-10-13-15-16-14-20-22-23-24-24-30- Feb 1-3-4-5-6-4-10-11-13-14-14-18-21-24-25-26-24-28-7-Mar 5-16-4-
 Dates of Survey while building { During progress of work in shops - - -
 During erection on board vessel - - -
 Total No. of visits 45

Dates of Examination of principal parts—Cylinders 16-12-29 Slides 3-2-30 Covers 16-12-29
 Pistons 3-2-30 Piston Rods 24-12-29 Connecting rods 24-1-30
 Crank shaft 14-1-30 Thrust shaft 14-1-30 Intermediate shafts 4-1-30
 Tube shaft ✓ Screw shaft 22-1-30 Propeller 22-1-30
 Stern tube 14-1-30 Engine and boiler seatings 23-1-30 Engines holding down bolts 18-2-30
 Completion of fitting sea connections 23-1-30
 Completion of pumping arrangements 5-3-30 Boilers fixed 13-2-30 Engines tried under steam 6-3-30
 Main boiler safety valves adjusted 5-3-30 Thickness of adjusting washers \$ 5/16 P 11/32 \$ 3/8 P 11/32 \$ 3/8 P 11/32
 Crank shaft material \$ Identification Mark LR 614 CRR Thrust shaft material \$ Identification Mark LR 249 CRR
 Intermediate shafts, material \$ Identification Marks 2408 2608 2618 2646 (4) HR WGM Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material \$ Identification Mark LR 2446 WGM Steam Pipes, material \$ D S Test pressure 750 lb Date of Test 6-2-30
 Is an installation fitted for burning oil fuel 910 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 yes If so, state name of vessel S/S "Dalcron" Ark Regt. 719 19149

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 and material are of good quality. They are now securely fitted on board tried under steam & found satisfactory.

The machinery is eligible in my opinion for the record of L M C 3-30
 Note The owner request the Classification Certificate in duplicate

It is submitted that this vessel is eligible for THE RECORD. + L M C 3-30 F.D. Cl.

12/3/30
 W. Gordon-Mitchell
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 5 : - :
 Special ... £ 93 : 11 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 4th MARCH 1930.
 When received, 11-3-30

Committee's Minute GLASGOW 11 MAR 1930

Assigned + L M C 3,30