

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 15.10.29 When handed in at Local Office 14.11.29 Port of Greenock

No. in Survey held at Greenock Date, First Survey 13th December 1928 Last Survey 14th November 1929  
 Reg. Book. S/S "Dilbury" (Number of Visits 63)

Built at P. McLoughlin By whom built R. Duncan & Co. Yard No. 393 Tons { Gross 4615.56  
 Net 2898.13

Engines made at Greenock By whom made Rankine Blackmore & Co. Engine No. 434 When built 1929  
 Boilers made at ditto By whom made ditto Boiler No. 434 when made 1929

Registered Horse Power 489 Owners Alexander Shipping Co. Ltd. Port belonging to London

Nom. Horse Power as per Rule 489 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 Triple Expansion Revs. per minute 75

Dia. of Cylinders 25" - 42" - 40" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.407 Crank pin dia. 14" Crank webs Mid. length breadth Thickness parallel to axis 8.54"  
as fitted 14" Mid. length thickness shrunk Thickness around eye-hole 6.14"

Intermediate Shafts, diameter as per Rule 13.06 Thrust shaft, diameter at collars as per Rule 13.407  
as fitted 13.318" as fitted 14"

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 14.534 Is the tube shaft fitted with a continuous liner Yes  
as fitted as fitted 14.718" screw

Bronze Liners, thickness in way of bushes as per Rule 4.42 Thickness between bushes as per Rule 5.58 Is the after end of the liner made watertight in the  
as fitted 13.16" as fitted 11.16" 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. 4.9" Pitch 18.0" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 112 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3.34" Stroke 2.4" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 2.4" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size 2 (6x18) (5x8) Pumps connected to the { No. and size one 12x12"  
 How driven Steam Main Bilge Line { How driven Steam

Ballast Pumps, No. and size one 12x12" 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 3 at 3" 1. 2 1/2" (Dry Cock)

In Holds, &c. No. 1. 2. 3. 70. 2. 2. 3 1/2" Deep Tanks 2. 3" No. 3. 2 2 1/4" one 3"  
Tunnel 2 1/4"

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 6" 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 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 No How are they protected —

What pipes pass through the deep tanks — 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 UPPER PLATFORM

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers one Boiler 12601 4320

Is Forced Draft fitted Yes Manually No. and Description of Boilers Single ended Working Pressure 200

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A auxiliary BOILER FITTED? Yes 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 — General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:— 2 connecting Rod top end bolts, nuts  
ditto for bottom end. 2 main bearing bolts, one  
set of coupling bolts, one set of Feed & Bilge Pump  
bolts a quantity of assorted bolts & nuts. Iron &  
various sizes

The foregoing is a correct description,  
 RANKIN & BLACKMORE, LTD.,

A. J. Smith Director.

Manufacturer.



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(1928) Dec. 13-19-28. (1929) Jan. 10-16-23 Feb. 1-5-11-13-26-28 Mar. 11-13-19-22-24 April 1-10-15-19-25-30 May 4-11-21-23-28 June 11-14-20  
 July 2-14-25 Aug. 1-4-13-16-21-29 Sept. 11-13-23-25-26 Oct. 2-3-11-15-21-23-25-28-29-31 Nov. 1-24-5-14  
 Dates of Survey while building During erection on board vessel - - -  
 Total No. of visits 63.

Dates of Examination of principal parts—Cylinders 30- 4- 29 Slides 4- 6- 29 Covers 30- 4- 29  
 Pistons 14- 5- 29 Piston Rods 14- 5- 29 Connecting rods 14- 5- 29  
 Crank shaft 14- 5- 29 Thrust shaft 25- 7- 29 Intermediate shafts 25- 7- 29  
 Tube shaft ✓ Screw shaft 23- 9- 29 Propeller 25- 9- 29  
 Stern tube 23- 9- 29 Engine and boiler seatings 25- 9- 29 Engines holding down bolts 15- 10- 29  
 Completion of fitting sea connections 25- 9- 29  
 Completion of pumping arrangements 28- 10- 29 Boilers fixed 15- 10- 29 Engines tried under steam 14- 11- 29  
 Main boiler safety valves adjusted 5- 11- 29 Thickness of adjusting washers P 5/16 S 5/16 P 9/32 S 11/32 P 11/32 S 11/32  
 Crank shaft material S Identification Mark LR WGM H34 Thrust shaft material S Identification Mark LR 1692 WGM  
 Intermediate shafts, material S Identification Marks LR 1652, 1666(4) Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material S Identification Mark LR 1666 WGM Steam Pipes, material LW 900 Test pressure 600 Date of Test 23.10.29  
 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 Approval plan & the workmanship & material are of good quality. They are securely fitted on board. Tried under steam & found satisfactory.  
 The Machinery is eligible in my opinion for the record of  
 LMC 11-29

It is submitted that  
 this vessel is eligible for  
 THE RECORD. LMC 11-29 CL.

2 SB. F.D.

1 Hvy S.D.

8 CF.

R.A. 24/10/29

The amount of Entry Fee ... £ 5 : - : When applied for,  
 Special ... £ 98 : 7 : 14th NOVEMBER 1929.  
 Donkey Boiler Fee ... £ : : When received,  
 Travelling Expenses (if any) £ : : 15th NOVEMBER 1929.

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

Committee's Minute GLASGOW 19 NOV 1929

Assigned + LMC 11-29 70.

CERTIFICATE WRITTEN.



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