

REPORT ON MACHINERY.

No. 34941

Received at London Office

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Date of writing Report 13. 3. 15

Port of Glasgow

No. in Survey held at Glasgow
Reg. Book. s/s "FAIRMUIR"

Date, First Survey 21/11/11 Last Survey 12. 3. 15

(Number of Visits)

Gross 580

Master Murchie Built at Ardrossan By whom built Ardrossan & S.R.C. (1263) When built

Engines made at Glasgow By whom made Lidgerwood L^d (E 447) when made 1915Boilers made at Glasgow By whom made Dunsin & Jackson L^d (1136) when made 1915

Registered Horse Power 101 Owners James Inglis & Co. Port belonging to Glasgow

Nom. Horse Power as per Section 28 100.59 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No

ENGINES, &c.—Description of Engines Triple Expansion No. of Cylinders 3 No. of Cranks 3

Dia. of Cylinders 14", 23" & 38" Length of Stroke 27" Revs. per minute 106 Dia. of Screw shaft as per rule 8.08" Material of Motion

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 water tight

in the propeller boss Yes If the liner is in more than one length are the joints burned 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 Length of stern bush 3'-0"

Dia. of Tunnel shaft as per rule 7.11" Dia. of Crank shaft journals as per rule 7.47" Dia. of Crank pin 7 5/8" Size of Crank webs 28 1/2" x 15"

collars 7 5/8" Dia. of screw 10'-0" Pitch of Screw 11'-0" No. of Blades 4 State whether moveable No Total surface 33.5 sq

No. of Feed pumps 2 Diameter of ditto 3" Stroke 13 1/2" Can one be overhauled while the other is at work Yes

No. of Bilge pumps 2 Diameter of ditto 2 1/2" Stroke 13 1/2" Can one be overhauled while the other is at work Yes

No. of Donkey Engines 2 Sizes of Pumps (6 x 4 1/2 x 6 Duplex) (6 x 8 x 8) Duplex No. and size of Suctions connected to both Bilge and Donkey pumps

In Engine Room Three - 2 bore In Holds, &c. Two - 2 Bore

No. of Bilge Injections 1 sizes 3 1/2" Connected to condenser or to circulating pump Yes Is a separate Donkey Suction fitted in Engine room & size Yes - 2

Are all the bilge suction pipes fitted with roses Yes Are the roses in Engine room always accessible Yes Are the sluices on Engine room bulkheads always accessible

Are all connections with the sea direct on the skin of the ship Yes Are they Valves & Cocks Yes

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 Yes

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 None How are they protected

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges Yes

Dates of examination of completion of fitting of Sea Connections 4. 1. 15 of Stern Tube 4. 1. 15 Screw shaft and Propeller 4. 1. 15

Is the Screw Shaft Tunnel watertight None Is it fitted with a watertight door worked from

BOILERS, &c.—(Letter for record) Manufacturers of Steel

Total Heating Surface of Boilers 1814 Is Forced Draft fitted No. and Description of Boilers

Working Pressure Tested by hydraulic pressure Date of test No. of Certificate

Can each boiler be worked separately Area of fire grate in each boiler No. and Description of Safety Valves to

each boiler Area of each valve Pressure at which they are adjusted Are they fitted with easing gear

Smallest distance between boilers or uptakes and bunkers or woodwork Mean dia. of boilers Length Material of shell plates

Thickness Range of tensile strength Are the shell plates welded or flanged Descrip. of riveting: cir. seams

long. seams Diameter of rivet holes in long. seams Pitch of rivets Lap of plates or width of butt straps

Per centages of strength of longitudinal joint rivets Working pressure of shell by rules Size of manhole in shell

Size of compensating ring No. and Description of Furnaces in each boiler Material Outside diameter

Length of plain part top Thickness of plates crown Description of longitudinal joint No. of strengthening rings

Working pressure of furnace by the rules Combustion chamber plates: Material Thickness: Sides Back Top Bottom

Pitch of stays to ditto: Sides Back Top If stays are fitted with nuts or riveted heads Working pressure by rules

Material of stays Diameter at smallest part Area supported by each stay Working pressure by rules End plates in steam space

Material Thickness Pitch of stays How are stays secured Working pressure by rules Material of stays

Diameter at smallest part Area supported by each stay Working pressure by rules Material of Front plates at bottom

Thickness Material of Lower back plate Thickness Greatest pitch of stays Working pressure of plate by rules

Diameter of tubes Pitch of tubes Material of tube plates Thickness: Front Back Mean pitch of stays

Pitch across wide water spaces Working pressures by rules Girders to Chamber tops: Material Depth and

thickness of girder at centre Length as per rule Distance apart Number and pitch of stays in each

Working pressure by rules Superheater or Steam chest; how connected to boiler Can the superheater be shut off and the boiler worked

separately Diameter Length Thickness of shell plates Material Description of longitudinal joint Diam. of rivet

holes Pitch of rivets Working pressure of shell by rules Diameter of flue Material of flue plates Thickness

If stiffened with rings Distance between rings Working pressure by rules End plates: Thickness How stayed

Working pressure of end plates Area of safety valves to superheater Are they fitted with easing gear

IS A DONKEY BOILER FITTED?

Yes

If so, is a report now forwarded?

Now

SPARE GEAR. State the articles supplied:-

2 Corn Rod Bottom End Bolts & Nuts 2 Top End Bolts & Nuts 2 Main Bearing Bolts & Nuts 1 Set of Coupling Bolts, 1 Set of Feed Pump Valves, 1 Set of Bilge Pump Valves, Assorted Bolts & Nuts, Iron of various sizes

The foregoing is a correct description,

for

LIDGERWOOD LIMITED

Manufacturer.

W. S. Wilson.

Dates of Survey while building

During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits

1914 Nov. 24 Dec 4-16-17-22-24-29-1915 Jan 6-7-11-22-27-29 Feb 1-5-6-10-12-15-17-24-27 Mar 2-5-9-12

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Is the approved plan of main boiler forwarded herewith

No

Dates of Examination of principal parts - Cylinders 6/1 24/1/15 Slides 22/1 10/2/15 Covers 24/1 10/2/15 Pistons 5/2/15 Rods 6/1 5/2/15

Connecting rods 24/1/14 5/2/15 Crank shaft 6/1 22/1/15 Thrust shaft 1/2/15 Tunnel shafts ✓ Screw shaft 22/12 29/12/14 Propeller 24/12/14

Steam tubes 14, 22, 24/2/14 Steam pipes tested 24 2 15 Engine and boiler seatings 4 1 15 Engines holding down bolts 2 3 15

Completion of pumping arrangements 15 2 15 Boilers fixed 24 2 15 Engines tried under steam 12 3 15

Main boiler safety valves adjusted 9 3 15 Thickness of adjusting washers both 1/2

Material of Crank shaft S.M. Steel Identification Mark on Do. 1314 Material of Thrust shaft S.M. Steel Identification Mark on Do. 1314

Material of Tunnel shafts ✓ Identification Marks on Do. ✓ Material of Screw shafts Iron Identification Marks on Do. 1315 WRA

Material of Steam Pipes Copper Test pressure 400 lbs. ✓

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 Section 49 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 materials and workmanship are good. The machinery of this vessel has been built under special survey in accordance with the Rules and approved plans, securely fitted aboard and tried with satisfactory results under steam and is, in our opinion suitable for Classification with Record + L.M.C. 3.15.

It is submitted that this vessel is eligible for THE RECORD + L.M.C. 3.15.

The amount of Entry Fee £ 2 : : :
Special £ 15 : 3 : :
Donkey Boiler Fee £ : : :
Travelling Expenses (if any) £ 16-0 : : :
When applied for, 19/3/15
When received, 7/5/15 8/5/15

Committee's Minute GLASGOW 23 MAR. 1915

Assigned + L.M.C. 3.15.

Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.



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