

Rpt. 4.

REPORT ON MACHINERY.

No. 45332.

Date of writing Report *Jan 23rd 1926* When handed in at Local Office *Jan 26th 1926* Port of *GLASGOW.*
No. in Survey held at *Yroon* Date, First Survey *25. 9. 25* Last Survey *Jan 20th 1926.*
Reg. Book. on the *S.S. SCILLONIAN.* (Number of Visits *21.*)
Master Built at *Yroon* By whom built *Ailsa S.B. Co Ltd N°396* When built *1926*
Engines made at *Yroon* By whom made *Ailsa S.B. Co Ltd N°131* when made *1926*
Boilers made at *Glasgow* By whom made *Barclay Curle & Co Ltd AILSA 4* when made *1926*
Registered Horse Power Owners *Isles of Scilly Steamship Co Ltd* Port belonging to *Scilly*
Nom. Horse Power as per Section 28 *106.* Is Refrigerating Machinery fitted for cargo purposes *No* Is Electric Light fitted *Yes.*

ENGINES, &c.—Description of Engines *Triple Expansion* No. of Cylinders *3* No. of Cranks *3*
Dia. of Cylinders *13½"* *21"* *35"* Length of Stroke *26"* Revs. per minute *133* Dia. of Screw shaft as per rule *4.48* Material of *S*
as fitted *4½"* screw shaft
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 — 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 *No space* If two
liners are fitted, is the shaft lapped or protected between the liners — Length of stern bush *2'-6"*
Dia. of Tunnel shaft as per rule *6.43* Dia. of Crank shaft journals as per rule *4.06* Dia. of Crank pin *4½"* Size of Crank webs *13½" x 4 7/8"* Dia. of thrust shaft under
collars *4½"* Dia. of screw *9ft* Pitch of Screw *10'-3"* No. of Blades *4* State whether moveable *No* Total surface *29.2 sq.*
No. of Feed pumps *2* Diameter of ditto *2½"* Stroke *13"* Can one be overhauled while the other is at work *Yes*
No. of Bilge pumps *2* Diameter of ditto *2½"* Stroke *13"* Can one be overhauled while the other is at work *Yes*
No. of Donkey Engines *2* Sizes of Pumps *Sen Ser. 5" x 3½" x 6"* No. and size of Suctions connected to both Bilge and Donkey pumps
In Engine Room *1 @ 2"* Engine Room *2 @ 2"* in Stokehold In Holds, &c. *2 @ 2"* in wings *1 @ 2¼"* at centre
of aft end of Cargo Hold *1 @ 2"* in shaft recess *1 @ 2¼"* aft.
No. of Bilge Injections *1* sizes *3½"* Connected to condenser, or to circulating pump *pump* Is a separate Donkey Suction fitted in Engine room & size *Yes 2¼"*
Are all the bilge suction pipes fitted with roses *No* Are the roses in Engine room always accessible — 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 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 *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*
Is the Screw Shaft Tunnel watertight *No tunnel* Is it fitted with a watertight door — worked from —

BOILERS, &c.—(Letter for record *S*) Manufacturers of Steel *The Steel Coy of Scotland Ltd.*
Total Heating Surface of Boilers *2141 sq.* Is Forced Draft fitted *No* No. and Description of Boilers *One S.E. Marine*
Working Pressure *180 lbs.* Tested by hydraulic pressure to *320 lbs.* Date of test *3-11-25* No. of Certificate *16969.*
Can each boiler be worked separately — Area of fire grate in each boiler *64 sq.* No. and Description of Safety Valves to
each boiler *Two Spring loaded* Area of each valve *4.06 sq.* Pressure to which they are adjusted *180 lbs.* Are they fitted with easing gear *Yes*
Smallest distance between boilers or uptakes and bunkers or woodwork *1' 6"* 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 — 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 — Thickness of plates — 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 riveted heads — Working pressure by rules —
Material of stays — Area 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 —
Area 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 *See* 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 — Steam dome: description of joint to shell — % of strength of joint —
Diameter — Thickness of shell plates — Material — Description of longitudinal joint — Diam. of rivet holes —
Pitch of rivets — Working pressure of shell by rules — Crown plates — Thickness — How stayed —

Report
Separate

SUPERHEATER. Type — Date of Approval of Plan — Tested by Hydraulic Pressure to —
Date of Test — Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler —
Diameter of Safety Valve — Pressure to which each is adjusted — Is Easing Gear fitted —

002298-002304-0130

Rpt. 5a
date of writ
No. in Reg. Book.
Master
Engines m
Boiler m
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IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

SPARE GEAR.

State the articles supplied:-

Two connecting rod top end bolts and nuts
Two bottom end bolts and nuts
Two main bearing bolts
One set of coupling bolts
One set of feed and bilge pump valves
A quantity of assorted bolts and nuts
Iron of various sizes

The foregoing is a correct description,
FOR AILSA SHIPBUILDING CO., LIMITED.

J. McLaughlin
ENGINEER MANAGER

Manufacturer.

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

125. Sept. 25. 30 Oct 6. 9. 13. 20. 29. Nov 2. 6. 12. 17. 23. Dec 1. 4. 10. 17. 22. 23. 24.
126. Jan 12. 20.
21

Is the approved plan of main boiler forwarded herewith

" " " donkey " " "

Dates of Examination of principal parts—Cylinders 13-10-25 Slides 9-10-25 Covers 30-9-25 Pistons 9-10-25 Rods 12-11-25
Connecting rods 12-11-25 Crank shaft 29-10-25 Thrust shaft 13-10-25 Tunnel shafts 13-10-25 Screw shaft 29-10-25 Propeller 2-11-25
Stern tube 29-10-25 Steam pipes tested 4-12-25 Engine and boiler seatings 12-11-25 Engines holding down bolts 23-11-25
Completion of pumping arrangements 14-12-25 Boilers fixed 1-12-25 Engines tried under steam 20-1-26
Completion of fitting sea connections 12-11-25 Stern tube 2-11-25 Screw shaft and propeller 6-11-25
Main boiler safety valves adjusted 14-12-25 Thickness of adjusting washers SV $\frac{7}{16}$ PV $\frac{13}{32}$
Material of Crank shaft S Identification Mark on Do. LLOYDS No 1146 DCB 29-10-25
Material of Thrust shaft S Identification Mark on Do.
Material of Tunnel shafts S Identification Marks on Do. LLOYDS No 1146 DCB 13-10-25
Material of Screw shafts S Identification Marks on Do.
Material of Steam Pipes S D Copper Test pressure 360 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 engines have been constructed under Special Survey in accordance with the Rules of the Society. The workmanship and materials are of good quality. The engines and boiler have been securely fitted on board and tried under steam with satisfactory results.

When vessel was in an advanced stage of completion a ^{transverse} bulkhead was fitted in Forward cargo hold dividing the compartment into two. Owing to the presence of cargo in No 2 hold it was found impossible to fit the extra bilge suction necessitated by the alteration and the owners stated that this would be done when the cargo had been discharged.

The surveyors at Falmouth have been notified.

It is submitted that this vessel will be eligible for a record of LMC 1-26 when the survey is completed as above.

Survey completed, see
Fal. ltr. 4. 2. 26.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 1-26. CL.

The amount of Entry Fee ... £ 3 : 0 :
3/5 Special ... £ 15 : 18 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 2 : 12 : 6

When applied for,

When received,

David C Barr.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 26 JAN 1926

Assigned Deferres.

FRI. 5 FEB 1926

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CERTIFICATE WRITTEN

Lloyd's Register
Foundation