

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

30 NOV 1927

Received at London Office

Date of writing Report Nov^r 26th 1927. When handed in at Local Office Nov^r 26th 1927 Port of GLASGOW.No. in Survey held at
Reg. Book.
on theYroon
S.S. FALCON.Date, First Survey 31st May 1927 Last Survey Nov^r 22nd 1927.
(Number of Visits 22.)

Built at Yroon By whom built Ailsa Shipbuilding Co Ltd. Yard No. 402 Tons { Gross 1316
Net
When built 1924
Engines made at Yroon By whom made Ailsa S.B. Co Ltd Engine No. 134 when made 1924
Boilers made at Greenock By whom made J. G. Kincaid & Co Ltd Boiler No. 143 when made 1924
Registered Horse Power P-P Owners General Steam Nav. Co. Ltd Port belonging to London.
Nom. Horse Power as per Rule 196 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.
Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Triple Expansion Revs. per minute 120.
Dia. of Cylinders 14 $\frac{1}{2}$ ", 28 $\frac{1}{2}$ ", 44" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3
Crank shaft, dia. of journals as per Rule 9.18" as fitted 9 $\frac{1}{4}$ " Crank pin dia. 9 $\frac{1}{4}$ " Crank webs Mid. length breadth 1.52" Thickness parallel to axis 5 $\frac{1}{2}$ "
as fitted 8.44" Mid. length thickness 1.52" shrunk Thickness around eye-hole 4.8"
Intermediate Shafts, diameter as per Rule 8.44" as fitted 8 $\frac{1}{4}$ " Thrust shaft, diameter at collars as per Rule 9.18" as fitted 9 $\frac{1}{4}$ "
Tube Shafts, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule 9.40" as fitted 9 $\frac{1}{4}$ " Is the { tube } shaft fitted with a continuous liner { Yes
Bronze Liners, thickness in way of bushes as per Rule 1.59" as fitted 1.59" Thickness between bushes as per Rule 1.44" as fitted 1.44" 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 -
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 - Is an approved Oil Gland or other appliance fitted at the after
end of the tube shaft No Length of Bearing in Stern Bush next to and supporting propeller 3'-3" Total Developed Surface 43 sq. feet
Propeller, dia. 11'-6" Pitch 11'-9" No. of Blades 4 Balls Metal Whether Movable No Can one be overhauled while the other is at work Yes
Feed Pumps worked from the Main Engines, No. 2 Diameter 2 $\frac{3}{4}$ " Stroke 16" Can one be overhauled while the other is at work Yes
Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 $\frac{3}{4}$ " Stroke 16" Can one be overhauled while the other is at work Yes
Feed Pumps { No. and size 2, 6" x 8 $\frac{1}{2}$ " x 13" Pumps connected to the { No. and size 2, 6" x 6" x 6" How driven Steam
How driven Steam Main Bilge Line How driven Steam
Ballast Pumps, No. and size 1, 6" x 6" x 6" Lubricating Oil Pumps, including Spare Pump, No. and size -
Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
Bilge Pumps;—In Engine and Boiler Room Three @ 2 $\frac{1}{2}$ " Tunnel Well 1 @ 2 $\frac{1}{2}$ "
In Holds, &c. No 1 Hold 2 @ 2 $\frac{1}{4}$ " No 2 Hold 2 @ 2 $\frac{1}{2}$ "

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4 $\frac{1}{4}$ " Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size 1 @ 3 $\frac{1}{4}$ " 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 Below.
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 Forward Bilge pipes How are they protected Wood covering.
What pipes pass through the deep tanks Have they been tested as per Rule -
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 Deck.

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers 3480 sq. ft.
Is Forced Draft fitted No No. and Description of Boilers Two S.E. Marine Working Pressure 200 lbs.
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 - Main Boilers - Auxiliary Boilers - Donkey Boilers -
(If not state date of approval)
Superheaters - General Pumping Arrangements Oil fuel Burning Piping Arrangements -

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 and iron of various sizes.

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

J. M. Moughton
ENGINEER MANAGER

Manufacturer.



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Lloyd's Register
Foundation

003884-003894-0043

1927 May 31 Jun 7-10-17-21 Aug 9-18-23 Sep 5-9-13-19-22-27-30 Oct 5-11-14-24 Nov 8-18-22

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 22

Dates of Examination of principal parts—Cylinders 9-9-24 Slides 9-9-24 Covers 5-9-24

Pistons 18-8-24 Piston Rods 9-9-24 Connecting rods 9-9-24

Crank shaft 18-8-24 Thrust shaft 18-8-24 Intermediate shafts 18-8-24

Tube shaft - Screw shaft 19-9-24 Propeller 19-9-24

Stern tube 19-9-24 Engine and boiler seatings 24-9-24 Engines holding down bolts 14-10-24

Completion of fitting sea connections 24-9-24

Completion of pumping arrangements 8-11-24 Boilers fixed 11-10-24 Engines tried under steam 22-11-24

Main boiler safety valves adjusted 8-11-24 Thickness of adjusting washers PBAY 3/2 PBFV 7/16 SBAV 3/8 SBFV 3/8

Crank shaft material S Identification Mark LLOYD'S NO 1898 DCB 18-8-27

Intermediate shafts, material S Identification Marks LLOYD'S NO 1898 DCB 18-8-27

Screw shaft, material S Identification Mark LLOYD'S NO 1898 DCB 18-8-27

Steam Pipes, material Copper Test pressure 400 lb Date of Test 11-10

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 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 boilers have been securely fitted on board and tried under steam with satisfactory results. It is submitted that this vessel is eligible for a record of LMC 11-27.

It is submitted that this vessel is eligible for THE RECORD. + LMC 11-27. CL.

David C Barr.

Engine Surveyor to Lloyd's Register of Shipping

The amount of Entry Fee ... £ 3 : 0 : When applied for, 28/11/27

2/5 of Special ... £ 29 : 8 : When received, 30-11-27

Donkey Boiler Fee ... £ : :

Travelling Expenses (if any) £ 5 : 2 :

Committee's Minute GLASGOW 29 NOV 1927

Assigned + LMC 11, 27.