

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 FEB 1926

Date of writing Report 9.1.1926 When handed in at Local Office 10.2.1926 Port of Greenock.

No. in Survey held at Port Glasgow. Date, First Survey 1st Sept: 1925. Last Survey 8th Feb'y 1926.
Reg. Book. " (Number of Visits 25.)

on the SS "AZANIA" Gross
Tons }
Net
Built at Port Glasgow. By whom built Mess^{rs} Ferguson Bros (Port Glasgow) Ltd Yard No. 244. When built 1926

Engines made at " By whom made " Engine No. 244 when made 1926

Boilers made at Glasgow By whom made The Forth & B^o Co (1921) Ltd. Boiler No. 1858. when made 1926.

Registered Horse Power " Owners Crown Agents of the Colonies. Port belonging to ✓

Nom. Horse Power as per Rule 46. ✓ Is Refrigerating Machinery fitted for cargo purposes No ✓ Is Electric Light fitted Yes ✓

ENGINES, &c.—Description of Engines Twin Screw Compound ✓

Dia. of Cylinders 1 1/2 x 24" ✓ Length of Stroke 18. ✓ Revs. per minute 167. ✓ No. of Cylinders 4. ✓ No. of Cranks 4. ✓

Dia. of Crank shaft journals as per rule 5.11 ✓ Dia. of Crank pin 5 1/4" ✓ Crank webs Mid. length breadth 6 1/2" ✓ Thickness parallel to axis ✓
as fitted 5 1/4" ✓ Crank webs Mid. length thickness 3 1/2" ✓ shrunk Thickness around eye-hole ✓

Diameter of Thrust shaft under collars as per rule 5.11 ✓ Diameter of Tunnel shaft as per rule 4.84 ✓ Diameter of Screw shaft as per rule 5.34 ✓ Is the Screw shaft as fitted 5 1/2" ✓

fitted with a continuous liner the whole length of the stern tube Yes ✓ 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 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 plastic material insoluble in water and non-corrosive ✓

If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated No. ✓

Pitch of Propeller 8'-3" ✓ No. of Blades 3 ✓ State whether Moveable Solid ✓ Total Surface 12 ✓ square feet.

No. of Feed Pumps fitted to the Main Engines 2 ✓ Diameter of ditto 2" ✓ Stroke 9" ✓ Can one be overhauled while the other is at work Yes ✓

No. of Bilge Pumps fitted to the Main Engines 2 ✓ Diameter of ditto 2" ✓ Stroke 9" ✓ Can one be overhauled while the other is at work Yes ✓

Total number and size of power driven Feed and Bilge Auxiliary Pumps 1-Weir Feed 5'x4'x12". One Bilge 5'x5'x6". ✓

No. and size of Pumps connected to the Main Bilge Line One Donkey Pump 5'x5'x6". Two Main engines 2'x9". ✓

No. and size of Ballast Pumps One-5'x5'x6" ✓ No. and size of Lubricating Oil Pumps, including Spare Pump NONE ✓

Are two independent means arranged for circulating water through the Oil Cooler NONE. No. and size of suction connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room One-2 1/4" ✓ and in Holds, &c. Fore peak 2". For Hold Port

2 1/4". Star 2 1/4". Aft Comp 2". ✓

No. and size of Main Water Circulating Pump Bilge Suctions One-5". ✓ No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges One-2 1/2". & 2" Ejector. ✓ 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 connections with the sea direct on the skin of the ship Yes. ✓ Are they Valves or Cocks both. ✓

Are they size 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 3 Bilge & 2 Ballast. ✓ How are they protected Wood sheathed & steel plates. ✓

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 Screw Shaft Tunnel watertight NONE. Is it fitted with a watertight door worked from ✓

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 158,1634 square feet.

Is Forced Draft fitted No. ✓ No. and Description of Boilers One Single ended. ✓ Working Pressure 140. ✓

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes (See Rpt. No. 415145) ✓

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

PLANS. Are approved plans forwarded herewith for Shafting Yes. ✓ Main Boiler Yes ✓ Auxiliary Boilers NONE ✓ Donkey Boilers NONE. ✓

(If not state date of approval) Yes. ✓ Oil fuel Burning Piping Arrangements NONE. ✓

General Pumping Arrangements Yes. ✓

SPARE GEAR. State the articles supplied:—

2 Top end bolts and nuts. 2 Bottom end bolts and nuts. ✓

2 Main bearing bolts. 1 set of coupling bolts. 1 set of feed and bilge pump valves. ✓

1 set of Piston rings and springs. Assorted bolts and nuts. Iron of various sizes. etc. ✓

The foregoing is a correct description,
FERGUSON BROTHERS (PORT GLASGOW) LTD.

Peter Ferguson

DIRECTOR.

Manufacturer.



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Lloyd's Register
Foundation

005144-005153-0273

(1925) Sept. 17-29. Oct. 1-13-16-23-28. Nov. 3-9-16-24-27-30. Dec. 2-9-16-19-22-30. (1926) Jan. 12-18-21-26-28.

Dates of Survey while building
 During progress of work in shops -- Feb. 8.
 During erection on board vessel ---
 Total No. of visits 25.

Dates of Examination of principal parts - Cylinders 16-10-25 Slides 16-10-25.
 Covers 16-10-25. Pistons 3-11-25 Rods 16-11-25.
 Connecting rods 16-11-25 Crank shafts 3-11-25 Thrust shaft 9-11-25.
 Tunnel shafts 9-11-25. Screw shaft 2-12-25 Propeller 2-12-25.
 Stern tube 24-11-25. Engine and boiler seatings 24-11-25 Engines holding down bolts 19-12-25.
 Completion of pumping arrangements 26-1-26. Boilers fixed 19-12-25. Engines tried under steam 28-1-26.
 Completion of fitting sea connections 2-12-25. Stern tube 2-12-25. Screw shaft and propeller 12-1-26.
 Main boiler safety valves adjusted 21-1-26. Thickness of adjusting washers P & S. 2 3/4".
 Material of Crank shaft Mild Steel Identification Mark on Do. LLOYDS 413 JD. LLOYDS 414 JD.
 Material of Thrust shaft " Identification Mark on Do. LLOYDS. 1274. JD.
 Material of Tunnel shafts " Identification Marks on Do. LLOYDS. 1274. JD.
 Material of Screw shafts " Identification Marks on Do. LLOYDS. 1274. JD.
 Material of Steam Pipes Solid drawn copper. Test pressure 350 lbs. Date of Test 18-1-26.
 Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150°F. No.
 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.) The engines and boiler have been built under special survey, in accordance with the Rules and the approved plans. The materials and workmanship are good. The engines and boiler and auxiliaries have been securely fitted on board the vessel, and tried under full power with satisfactory results. The machinery of this vessel is eligible, in my opinion, to be classed in the Register Book, with record of survey + LMC 2-26. and notation of TS 2-26 CL.

It is submitted that this vessel is eligible for THE RECORD + LMC 2-26. CL.

[Handwritten signatures]
 17/2/26

Certificate to be sent to

The amount of Entry Fee ... £ 2 : 0 : 0 When applied for.
 Special ... £ 19 : 0 : 0 12. 2. 1926.
 Donkey Boiler Fee ... £ ✓ : : When received.
 Travelling Expenses (if any) £ ✓ : : 19. 1/24

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 16 FEB 1926

Assigned + LMC 2-26

CERTIFICATE WRITTEN 17/2/26

