

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

15 MAR 1933

Date of writing Report 9. 2. 1933 When handed in at Local Office 10th MARCH 1933 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 1st Sept. 1932. Last Survey 10th MARCH 1933
 Reg. Book. on the Sewage Sludge Tank's Mauchline (Number of Visits 41)
 Built at Port Glasgow By whom built Ferguson Bros Ltd Yard No. 305 Tons } Gross 128 5. 6.5
 Engines made at Port Glasgow By whom made Ferguson Bros Ltd Engine No. 305 When built 1933 Net 650. 12.
 Boilers made at Glasgow By whom made John & Maccaide Ltd Boiler No. 208 When made 1933
 Registered Horse Power Owners Mauchline Corporation Port belonging to Mauchline
 Ton. Horse Power as per Rule 206 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended River Mersey, Mauchline Ship Canal

GINES, &c.—Description of Engines Triple Expansion. (2 sets) Revs. per minute
 Dia. of Cylinders 14. 22 1/2. 37 Length of Stroke 26" No. of Cylinders 6 No. of Cranks 6
 Crank shaft, dia. of journals as per Rule 7.262 Crank pin dia. 7.318 Crank webs Mid. length breadth ✓ Thickness parallel to axis 4.28"
 as fitted 7.375 Mid. length thickness ✓ shrunk Thickness around eye-hole 3.5716"
 Intermediate Shafts, diameter as per Rule 6.92 Thrust shaft, diameter at collars as per Rule 7.263
 as fitted 7.14" as fitted 7.375
 Tube Shafts, diameter as per Rule ✓ Screw Shaft, diameter as per Rule 7.681 Is the ✓ screw shaft fitted with a continuous liner ✓
 as fitted ✓ as fitted 7.8125 Is the ✓ screw shaft fitted with a continuous liner ✓
 Bronze Liners, thickness in way of bushes as per Rule .53 Thickness between bushes as per Rule .40 Is the after end of the liner made watertight in the
 as fitted .518" as fitted .518" 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 ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube ✓
 shaft No If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 2.8"
 Propeller, dia. 9.1 1/2" Pitch 11.6" No. of Blades 4 Material CS whether Movable No Total Developed Surface 32.7 sq. feet
 Feed Pumps worked from the Main Engines, No. one Diameter 2 7/8" Stroke 13" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. one Diameter 2 7/8" Stroke 13" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size one WEIRS 6" x 8 1/2" x 18" Pumps connected to the { No. and size two 10 1/2" x 9" x 10"
 How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size 2 10 1/2" x 9" x 10" 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 2. 2 1/2" In Holds, &c. For 2. 2 1/2"
 Pump Room Tunnel 1-2 1/2" at peak 2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2. 4 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size one 3 1/2" 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 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 pass through the bunkers Bilge, Ballast. How are they protected Steel plate
 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
 apartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from VER PLATE

MAIN BOILERS, &c.—(Letter for record \$) Total Heating Surface of Boilers 3938 #
 Forced Draft fitted No No. and Description of Boilers 2 Single Ended Working Pressure 180
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓
 Is the donkey boiler intended to be used for domestic purposes only ✓

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval) ✓ General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements ✓
 Superheaters ✓ SPARE GEAR.
 Is the spare gear required by the Rules been supplied Yes
 Is the principal additional spare gear supplied 2 Propeller Shafts, one set of Air Feed.
Bilge Pump Gears, one set of Clutch Gears, 2 Coal-How
Propellers.

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

Peter Ferguson
 DIRECTOR

Manufacturer.



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 Foundation

W103-0235

(1932) Sept. 7. 16. 20. Oct. 3. 13. 19. 27. 31. Nov. 8. 15. 17. 23. 29. Dec. 1. 7. 8. 13. 16. 22. 26. 29. 30. (1933) Jan. 6. 10. 17. 23. 26. 30. Feb. 2. 3. 8. 10.
 During progress of work in shops - - - 13. 14. 17. 20. 22. 25. Mar. 1. 8. 10.
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits 41.

Date of writ

No. in Reg. Book.

Master

Engines m

Boilers m

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Length of

Dimension

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in each

Tensile

Pitch of

Working

Thickness

Pitch of

Working

Diameter

Working

Diameter

Dates of Examination of principal parts—Cylinders 14. 11. 32 Slides 29. 11. 32 Covers 23. 11. 32
 Pistons 1. 12. 32 Piston Rods 1. 12. 32 Connecting rods 1. 12. 32
 Crank shaft 1. 12. 32 Thrust shaft 7. 12. 32 Intermediate shafts 7. 12. 32
 Tube shaft ✓ Screw shaft 6. 1. 33 Propeller 6. 1. 33
 Stern tube 10. 1. 33 Engine and boiler seatings 8. 12. 32 Engines holding down bolts 23. 1. 33
 Completion of fitting sea connections 6. 1. 33
 Completion of pumping arrangements 22. 2. 33 Boilers fixed 23. 1. 32 Engines tried under steam 8. 3. 33
 Main boiler safety valves adjusted 1. 3. 33 Thickness of adjusting washers Port boiler 27/64 B 5 27/64 Star boiler 27/64 S V 27/64 B
 Crank shaft material S Identification Mark LLOYDS 306 WGM Thrust shaft material L S Identification Mark LLOYDS 629 WGM
 Intermediate shafts, material S Identification Marks LLOYDS 628 WGM Tube shaft, material ✓ Identification Mark -
 Screw shaft, material S Identification Mark LLOYDS 624 WGM Steam Pipes, material SDC 4 1/2 Test pressure 540 Date of Test 25. 11. 32
 Is an installation fitted for burning oil fuel 910 Is the flash point of the oil to be used over 150°F. ✓
 Have the requirements of the Rules for the use of oil as fuel been complied with ✓
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo 910 If so, have the requirements of the Rules been complied with ✓
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
 Is this machinery duplicate of a previous case 910 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 approved plans & the workmanship & material are of good quality, they have now been securely fitted on board, and under steam & found satisfactory. The machinery is eligible in my opinion for the mark of + LMC. 3. 33

The amount of Entry Fee ... £ 4. 0 : When applied for,
 Special ... £ 30. 18. : 10th March 1933.
 Donkey Boiler Fee ... £ - : - : When received.
 Travelling Expenses (if any) £ - : - : 28. 3. 1933

Committee's Minute GLASGOW 14 MAR 1933

Assigned + LMC 333

CERTIFICATE WRITTEN

Wm. Gordon-Mitchell
 Engineer Surveyor to Lloyd's Register of Shipping.



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