

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 45920

-1 SEP 1926

Received at London Office

Date of writing Report

19

When handed in at Local Office

30-8-1926

Port of

Glasgow.

No. in Survey held at

Glydebank

Reg. Book.

Date, First Survey

23rd March

Last Survey

26th Aug

1926

on the

S. S. "Torrington"

(Number of Visits 22)

Tons

Gross 691

Net

When built

1926

Built at

Paisley

By whom built

J. Fullerton & Co

Yard No. 276

Engines made at

Glydebank

By whom made

Aitchison, Blair

Engine No. 159.

when made

1926

Boilers made at

Glasgow

By whom made

D. Rowan & Co

Boiler No. 339

when made

1926

Registered Horse Power

Owners

H. Harrison (Shipping)

Port belonging to

London

Nom. Horse Power as per Rule

101.

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

no

Trade for which Vessel is intended

Coasting

ENGINES, &c.—Description of Engines Triple expansion

Revs. per minute 120

Dia. of Cylinders

14"-23"-38"

Length of Stroke

27"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 7.38"

as fitted 7 1/2"

Crank pin dia.

7 1/2"

Crank webs

Mid. length breadth 14"

Mid. length thickness 5"

shrink

Thickness parallel to axis 5"

Thickness around eye-hole 3 1/2"

Intermediate Shafts, diameter

as per Rule 7.0

as fitted none

Thrust shaft, diameter at collars

as per Rule 7.38"

as fitted 7 1/2"

Tube Shafts, diameter

as per Rule 7.04"

as fitted 7.04"

Screw Shaft, diameter

as per Rule 7.86"

as fitted 8"

Is the

tube

shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule 19/32"

as fitted 19/32"

Thickness between bushes

as per Rule 17/32"

as fitted 17/32"

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

One length

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

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

34"

Propeller, dia.

10'-0"

Pitch

10'-6"

No. of Blades

4

Material

C.L.

whether Movable

Solid

Total Developed Surface

34.6 sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

2 1/4"

Stroke

14"

Can one be overhauled while the other is at work

yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

2 1/4"

Stroke

14"

Can one be overhauled while the other is at work

yes

Feed Pumps

No. and size

1-6"x4"x6" Dup

Pumps connected to the

No. and size

1-7"x7"x8" Dup

How driven

Steam

Ballast Pumps, No. and size

1-7"x7"x8" Dup

Lubricating Oil Pumps, including Spare Pump, No. and size

none

Are two independent means arranged for circulating water through the

Oil Cooler

none

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

3-2 1/4"

In Holds, &c.

2-2 3/4"

Main Water Circulating Pump Direct Bilge Suctions, No. and size

1-3 3/4" Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1-2 3/4"

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

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

Hold bilge, & ballast

How are they protected

Wood ceiling

What pipes pass through the deep tanks

none

Have they been tested as per Rule

yes

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

none

Is it fitted with a watertight door

yes

worked from

yes

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

Total Heating Surface of Boilers

1853 sq. ft.

Is Forced Draft fitted

no

No. and Description of Boilers

1-Multitubular

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?

yes

PLANS. Are approved plans forwarded herewith for Shafting

yes

Main Boilers

yes

Auxiliary Boilers

yes

Donkey Boilers

yes

(If not state date of approval)

Superheaters

none

General Pumping Arrangements

yes

Oil fuel Burning Piping Arrangements

none

SPARE GEAR. State the articles supplied:—

2-connecting rod 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, a quantity

of assorted bolts and nuts, Iron of various sizes.

The foregoing is a correct description,
FOR AND ON BEHALF OF

AITCHISON, BLAIR, LIMITED.

Arch Blair Director

Manufacturer.



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Lloyd's Register

Foundation

W1066-0166

Date of writing

No. in Reg. Book.

Master

Engines made

Boilers made

Nominal Horse

MULTIT

Manufacture

Total Heating

No. and Des

Tested by hy

Area of Fire

Area of each

In case of do

Smallest dist

Smallest dist

Largest inter

Thickness

long, seams

Percentage o

Percentage o

Thickness of

Material

Length of p

Dimensions

End plates

How are ste

Tube plates

Mean pitch

Girders to

at centre

in each

Tensile stre

Pitch of sta

Working p

Thickness

Pitch of ste

Working P

Diameter

Working p

Diameter

Working p

Diameter

Working p

Diameter

Working p

Diameter

Working p

During progress of work in shops - -

Dates of Survey while building

During erection on board vessel - -

Total No. of visits

22

Dates of Examination of principal parts—Cylinders 20-5-26. Slides 20-5-26. Covers 20-5-26.

Pistons 20-5-26. Piston Rods 20-5-26. Connecting rods 20-5-26.

Crank shaft 27-4-26. Thrust shaft 27-4-26. Intermediate shafts none.

Tube shaft ✓. Screw shaft 27-4-26. Propeller 27-4-26.

Stern tube 21-6-26. Engine and boiler seatings 8-6-26. Engines holding down bolts 5-8-26.

Completion of pumping arrangements 19/8/26. Boilers fixed 5-8-26. Engines tried under steam

Main boiler safety valves adjusted 23/8/26. Thickness of adjusting washers P. 7/32 S. 9/32

Crank shaft material S. Identification Mark 1204 J.S.C. Thrust shaft material S. Identification Mark 7566 J.S.C.

Intermediate shafts, material none Identification Marks ✓. Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material S. Identification Mark 7556 J.S.C. Steam Pipes, material Copper Test pressure 360 Date of Test 11/8/26.

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 no If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. These Engines have been built under special survey in accordance with the Society's Rules, and requirements, the materials and workmanship, are good, they together with the boiler (See Report N° 45811) have been securely fitted on board, and satisfactorily tried under steam, and in my opinion are eligible for the record + L.M.C. 8 - 26.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 8. 26. CL. 5. CL.

11/9/26

The amount of Entry Fee ... £ 3 - 0 - 0 When applied for,

Special 3/5 ... £ 15 - 3 - 0 30/8/26

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £ : : 2-9-26

Committee's Minute GLASGOW 31 AUG 1926

Assigned + L.M.C. 8. 26.

CERTIFICATE WRITTEN



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GLASGOW.

30/8/26

The Surveyors are requested not to write on or below the space for Committee's Minute(s).