

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

19 MAY 1927

Date of writing Report *9 May 1927* When handed in at Local Office *12.5.1927* Port of *Glasgow*
 No. in Survey held at *Glasgow* Date, First Survey *12.10.26* Last Survey *7.5.1927*
 Reg. Book. on the *Screw Tug. Swan* (Number of Visits *45*)
 Built at *Glasgow* By whom built *G. Brown & Co* Yard No. *157* Tons } Gross
 Engines made at *Glasgow* By whom made *McKie & Baxter Ltd.* Engine No. *1185* when made *1927*
 Boilers made at *Colefin* By whom made *A. Anderson & Son Ltd.* Boiler No. *2872* when made *1927*
 Registered Horse Power *13* Owners *Hot Kinnaird* Port belonging to *-*
 Nom. Horse Power as per Rule *13* Is Refrigerating Machinery fitted for cargo purposes *Yes* Is Electric Light fitted *Yes*
 Trade for which Vessel is intended *River purposes. Yalley Station.*

ENGINES, &c. — Description of Engines *Compound* Revs. per minute *225*
 Dia. of Cylinders *8-16* Length of Stroke *10* No. of Cylinders *2* No. of Cranks *2*
 Crank shaft, dia. of journals as per Rule *3.04* Crank pin dia. *3 3/8* Crank webs Mid. length breadth *4 1/4* Thickness parallel to axis *-*
 Intermediate Shaft, diameter as per Rule *2.90* Thrust shaft, diameter at collars as per Rule *3.04* Thickness around eye-hole *-*
 Tube Shafts, diameter as fitted *None* Screw Shaft, diameter as fitted *3 3/8* Is the tube shaft fitted with a continuous liner *Yes*
 Bronze Liners, thickness in way of bushes as per Rule *None* Thickness between bushes as per Rule *-* Is the after end of the liner made watertight in the propeller boss *-*
 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 *-*
 If two liners are fitted, is the shaft lapped or protected between the liners *Yes* Is an Oil Gland or other appliance fitted at the after end of the tube shaft *Yes*
 Propeller, dia. *4-3* Pitch *5-3* No. of Blades *3* Material *C.I.* whether Moveable *Yes* Total Developed Surface *8.0* sq. feet
 Feed Pumps worked from the Main Engines, No. *One* Diameter *1 1/2* Stroke *5* Can one be overhauled while the other is at work *-*
 Bilge Pumps worked from the Main Engines, No. *One* Diameter *1 1/2* Stroke *5* Can one be overhauled while the other is at work *-*
 Feed Pumps { No. and size *One 3 x 2 x 3" Duplex* Pumps connected to the { No. and size *One 3 x 2 x 3" Duplex*
 { How driven *Steam* Main Bilge Line { How driven *Steam*
 Ballast Pumps, No. and size *None* Lubricating Oil Pumps, including Spare Pump, No. and size *None*
 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" Bore*
 In Holds, &c. *Forward Space 1-2" Bore. Aft Space 1-2" Bore*

Main Water Circulating Pump Direct Bilge Suctions, No. and size *1-2" Bore* Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *1-2" Bore*
 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 *Gate Rpt. 18704*
 What Pipes pass through the bunkers *None* How are they protected *-*
 What pipes pass through the deep tanks *None* 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 *None* Is it fitted with a watertight door *-* worked from *-*

MAIN BOILERS, &c. — (Letter for record *S.*) Total Heating Surface of Boilers *316 sq. ft.*
 Is Forced Draft fitted *No* No. and Description of Boilers *One Cyl. Single End* Working Pressure *120 lbs.*
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? *Yes. Glasgow Report No. 46570*
 IS A DONKEY BOILER FITTED? *No* If so, is a report now forwarded? *-*

PLANS. Are approved plans forwarded herewith for Shafting *23.10.16* Main Boilers. — Auxiliary Boilers. — Donkey Boilers. —
 (If not state date of approval) *Yes*

SPARE GEAR. State the articles supplied: — *Two top and bottom nuts. Two bottom and nuts. Two main bearing studs & nuts. One set of coupling bolts & nuts. One set of feed pump valves. One set of bilge pump valves. One main & one donkey feed shaft water. One main & one donkey feed shaft water. One set of main & donkey feed shaft water. One set of main & donkey feed shaft water.*
 Water Caps *None*
 Tons *None*

The foregoing is a correct description.

McKie & Baxter Ltd.
Sp. accs

Manufacturer.



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Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

1926 Oct 12-14-19-21-25-28 Nov 2-4-8-11-16-22-26 Dec 1-7-13-16-21-23-28-30 (1927) Jan 10-14-18-21-26-28-31

Feb 3-8-10-15-18-22-25 Mar 1-3-11 Apr 14-29 May 3-4-5-6-7

Dates of Examination of principal parts - Cylinders

Pistons

Crank shaft

Tube shaft

Stern tube

Completion of fitting sea connections

Completion of pumping arrangements

Main boiler safety valves adjusted

Crank shaft material

Intermediate shaft, material

Screw shaft, material

Is an installation fitted for burning oil fuel

Have the requirements of the Rules for carrying and burning oil fuel been complied with

Is this machinery duplicate of a previous case

General Remarks

(State quality of workmanship, opinions as to class, &c. This machinery has been constructed in accordance with the Rules, together with the boiler it has been fitted on board the vessel in a satisfactory manner and found satisfactory under working conditions. The vessel is eligible, in my opinion, to have record + L.M.C. 5.27.

It is submitted that this vessel is eligible for THE RECORD. + LMC 5.27. OG.

The amount of Entry Fee ... £ 2 : 0 : 0

Special 3/5 Min. ... £ 9 : 0 : 0

Donkey Boiler Fee ... £ - : - : -

Travelling Expenses (if any) £ - : - : -

When applied for,

When received,

Committee's Minute

Assigned

GLASGOW 17 MAY 1927

+ L.M.C. 5.27.

W. Lane

Engineer Surveyor to Lloyd's Register of Shipping



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