

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 22/9/1927 When handed in at Local Office 11th October 1927 Port of Greenock  
 No. in Survey held at Greenock Date, First Survey 24th July 1926 Last Survey 11th October 1927  
 Reg. Book. S/S Virgilia (Number of Visits 86)  
 Built at Greenock By whom built Greenock Dockyard Co. Ltd. Yard No. 411  
 Engines made at ditto By whom made John Kincaid & Co. Ltd. Engine No. 633  
 Boilers made at ditto By whom made ditto Boiler No. 633  
 Registered Horse Power 565 Owners Virgilia Steamship Co. Ltd. Port belonging to Glasgow  
 Nom. Horse Power as per Rule 565 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Triple Expansion  
 Dia. of Cylinders 25"-43½"-44" Length of Stroke 48" Revs. per minute 71 No. of Cylinders 3 No. of Cranks 3  
 Dia. of Crank shaft journals as per rule 14.028 Dia. of Crank pin 14½" Crank webs shrunk Thickness parallel to axis 9½"  
 Diameter of Thrust shaft under collars as per rule 14.028 Diameter of Tunnel shaft as per rule 13.26 Diameter of Screw shaft as per rule 14.86  
 as fitted 14½" as fitted 13½" as fitted 15½" Is the Screw shaft 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 Yes  
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated No Length of Stern Bush 66" Diameter of Propeller 18-0"  
 Pitch of Propeller 19.3" No. of Blades 4 State whether Moveable No Total Surface 100 square feet.  
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 4" Stroke 24" Can one be overhauled while the other is at work Yes  
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 4" Stroke 24" Can one be overhauled while the other is at work Yes  
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 4 (2 WEIRS 8x10½x22) (GS 8x6x8) Ballast 8x8½x8"  
 No. and size of Pumps connected to the Main Bilge Line 1- 8x8½x8"  
 No. and size of Ballast Pumps one 8x8½x8" No. and size of Lubricating Oil Pumps, including Spare Pump —  
 Are two independent means arranged for circulating water through the Oil Cooler Yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 4 at 23/4 one 2 1/2 and in Holds, &c. 1- 9" in each  
 Fire Cofferdam 1- 4" one Siphon Bilge Pump 6x5 3/4 x 6 for Fire Pumps 2 1/2"

No. and size of Main Water Circulating Pump Bilge Suctions one 9" No. and size of Donkey Pump Direct Suctions —  
 to the Engine Room Bilges 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 connections with the sea direct on the skin of the ship Yes Are they 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 Discharge Pipes 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 are carried through the bunkers none How are they protected —  
 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 Now fitted Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 8142 #  
 Is Forced Draft fitted Yes No. and Description of Boilers 3 Single Ended Working Pressure 210  
 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 Yes Main Boilers Yes Auxiliary Boilers — Donkey Boilers —  
 (If not state date of approval)  
 General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—2 Connecting Rod top End bolts & nuts ditto for bottom end 2 Main Bearing bolts one set of Coupling bolts 1 set of Feed Bilge Pump Bolts a quantity of assorted bolts & nuts 1 box of random wires



(1926) July 4 Aug 10 Sept 16 22 23 30 Oct 5 18 21 25 Nov 2 8 9 11 14 23 26 Dec 3 8 14 16 24 (1927) Jan 10 11 12 Feb 1 4 10 14 15 14 28 Mar 4 11  
During progress of work in shops - - 18 28 Apr 6 13 18 May 24 11 16 19 20 23 24 June 1 2 3 4 13 15 21 July 8 12 14 19 29 Aug 2 3 5 11 16 18 22 24 29 31 Sept 2 5 7 12 14 15 16 20 26 27 28 29 30 Oct 5 11  
During erection on board vessel - - -  
Total No. of visits 86

Dates of Examination of principal parts—Cylinders 4- 5- 24 Slides 29 4 24  
Covers 5- 5- 24 Pistons 11- 8- 24 Rods 11- 8- 24  
Connecting rods 11- 8- 24 Crank shaft 2- 6- 24 Thrust shaft 2- 8- 24  
Tunnel shafts None Screw shaft 2- 8- 24 Propeller 18- 8- 24  
Stern tube 11- 8- 24 Engine and boiler seatings 29 8- 24 Engines holding down bolts 14 9- 24  
Completion of pumping arrangements 5- 10- 24 Boilers fixed 14 9- 24 Engines tried under steam 11- 10- 24  
Completion of fitting sea connections 29 8- 24 Stern tube 16- 8- 24 Screw shaft and propeller 29 8- 24  
Main boiler safety valves adjusted 5- 10- 24 Thickness of adjusting washers P 9 3/8 S 3/8 P 3/8 S 3/8 P 5/16 S 11/32  
Material of Crank shaft S Identification Mark on Do. LR 5240 WGM  
Material of Thrust shaft S Identification Mark on Do. LR 52400 WGM  
Material of Tunnel shafts S Identification Marks on Do. ✓  
Material of Screw shafts S Identification Marks on Do. LR 5240 DWGM  
Material of Steam Pipes Iron ✓ Test pressure 630 ✓ Date of Test 16- 9- 27  
Is an installation fitted for burning oil fuel Yes ✓ Is the flash point of the oil to be used over 150°F. Yes ✓  
Have the requirements of the Rules for carrying and burning oil fuel been complied with Yes ✓  
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, boiler and hull under special survey in accordance with the approved plans, the workmanship and material are of good quality, they are now securely fitted on board and under steam found satisfactory.  
The machinery is eligible in my opinion for the record of  
+ LMC 10.27 Fitted for oil fuel 10.27 FP above 150°F

It is submitted that  
this vessel is eligible for  
THE RECORD. + LMC 10.27. FD. CL  
Fitted for oil fuel 10.27. FP. above 150°F

GREENOCK

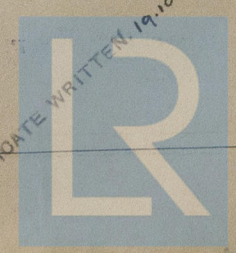
Certificate to be sent to  
The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 6 : - : When applied for,  
Special ... £ 103 : 5 : 11th October 1927  
Donkey Boiler Fee ... £ - : - : When received,  
Travelling Expenses (if any) £ - : - : 13th October 1927

Committee's Minute GLASGOW 18 OCT 1927

Assigned + LMC 10.27  
Fitted for oil fuel 10.27 FP above 150°F

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



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