

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 16 SEP 1927

Date of writing Report 19 When handed in at Local Office 13 SEP. 1927 Port of Funchal
 No. in Survey held at Funchal Date, First Survey 11th Feby '27 Last Survey 6th Sept 1927
 Reg. Book. 40815 on the S.S. "FRANCES MASSEY." (Number of Visits 59)
 Built at Funchal By whom built Lt. John Prietman Yard No. 277 Tons { Gross 4211
 Engines made at Funchal By whom made George Clark & Co. Engine No. 1149 When built 1927
 Boilers made at do By whom made do Boiler No. 1149 when made 1927
 Registered Horse Power Owners W.A. Mather & Co. Ltd Port belonging to Port of Funchal
 Nom. Horse Power as per Rule 375 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Triple expansion
 Dia. of Cylinders 25" 41" 69" Length of Stroke 48 Revs. per minute 73 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 13.213 as fitted 13.4" Dia. of Crank pin 13.14" Crank webs Mid. length breadth 20" Thickness parallel to axis 8 1/2"
 Diameter of Thrust shaft under collars as per rule 13.213 as fitted 13.4" Diameter of Tunnel shaft as per rule 12.584 as fitted 12.56" Diameter of Screw shaft as per rule 14.142 as fitted 14.8" 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 Yes Length of Stern Bush 5-0" Diameter of Propeller 17-8"
 Pitch of Propeller 17-3" No. of Blades 4 State whether Moveable No Total Surface 90.5 square feet.
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3 1/2" Stroke 26" 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 1/4" Stroke 26" Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 1 Feed 1 1/2" x 5" x 6" 1 Ballast 9" x 10" x 10"
 No. and size of Pumps connected to the Main Bilge Line 1, 9" x 10" x 10"
 No. and size of Ballast Pumps 1, 9" x 10" x 10" No. and size of Lubricating Oil Pumps, including Spare Pump None
 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 @ 2 1/2" & 1 @ 2 1/2" Tunnel well and in Holds, &c. No 1, 2 @ 3" No 2, 2 @ 3 1/2"
No 3, 2 @ 3" No 4, 2 @ 3"

No. and size of Main Water Circulating Pump Bilge Suctions 1 @ 8" No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges 1 @ 4 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 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 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 Yes Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 8009 sq ft
 Is Forced Draft fitted No No. and Description of Boilers Three 1000 h.p. 338 Working Pressure 180 lbs.
 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 13/1/27 Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 (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 2 connecting Rod bottom end, both & nuts 2 main bearing bolts 1 set coupling bolts 1 set feed & bilge pump valves 1 set of S Valve springs. A quantity of assorted bolts & nuts & Jam of various sizes 1 C.T. Propeller 1 Tail shaft & set Air & Circulating Pump valves, 8 Boiler tubes, 46 condenser tubes.

The foregoing is a correct description,

FOR GEORGE CLARK LIMITED.

W. S. Opium

Manufacturer.



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Lloyd's Register
Foundation

W395-0043

1927 Feb. 11, 15, 16, 17, 23. Mch. 2, 4, 9, 15, 16, 17, 21, 23, 24, 25, 28, 29, 31. Apr. 6, 11, 13, 21, 25, 27, 28, 29.
 During progress of work in shops - - May 4, 9, 10, 12, 13, 16, 17, 18, 20, 23, 25. June 1, 9, 13, 16, 20, 28, 30. July 5, 21, 22, 23, 27. Aug. 3, 4, 5, 8, 9, 11, 22.
 Dates of Survey while building During erection on board vessel - - 25 Sept. 1, 6.
 Total No. of visits 59.

Dates of Examination of principal parts - Cylinders 25/4/27 Slides 23/3/27
 Covers 13/4/27 Pistons 23/3/27 Rods 25/3/27
 Connecting rods 21/3/27 Crank shaft 4/5/27 Thrust shaft 9/6/27
 Tunnel shafts 28/6/27 Screw shaft 28/6/27 Propeller 13/5/27
 Stern tube 13/5/27 Engine and boiler seatings 4/8/27 Engines holding down bolts 9/8/27
 Completion of pumping arrangements 9/8/27 Boilers fixed 5/8/27 Engines tried under steam 11/8/27
 Completion of fitting sea connections 2/7/27 Stern tube 2/7/27 Screw shaft and propeller 5/8/27
 Main boiler safety valves adjusted 11/8/27 Thickness of adjusting washers PORT BR. 5 7/8" CENTRE BR. 5 7/8" STB BR. 5 7/8"
 Material of Crank shaft I. STEEL Identification Mark on Do. 825 J.H.
 Material of Thrust shaft I. STEEL Identification Mark on Do. 940 J.H.
 Material of Tunnel shafts I. STEEL Identification Marks on Do. 941, 2654, 2653, 858, 824 J.
 Material of Screw shafts I. STEEL Identification Marks on Do. 480 J.H.
 Material of Steam Pipes L.W. STEEL Test pressure 540 LBS. Date of Test 30/6/27 & 9/8/27
 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. The engines & boilers of this vessel have been built under Special Survey & the materials & workmanship are good.
 On completion the machinery was tried under full head of steam.
 The machinery throughout is now in a good & efficient condition & eligible in my opinion to have the notation L.M.C. 9-27 marked in Red in the Society's Register Book.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 9.27 C.L.

J.S.A.
 16/9/27.

The amount of Entry Fee ... £ 5 : : When applied for,
 Special ... £ 81 : 5 : 3rd Sept. 1927
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 16th Sept. 1927

Committee's Minute TUES. 20 SEP 1927
 Assigned + L.M.C. 9:27
 C.L.

J. Garbottle.
 Engineer Surveyor to Lloyd's Register of Shipping.