

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

15 AUG 1928

Date of writing Report 28th June 1928. When handed in at Local Office 10th August 1928. Port of Greenock.

No. in Survey held at Port Glasgow. Date, First Survey 4th November 1924 Last Survey 8th Aug 1928
Reg. Book. (Number of Visits 45)

on the S S "ANNIE M. MILLER" Tons { Gross 406 Net 248

Built at Port Glasgow. By whom built The Clyde S B & Co Ltd. Yard No. 355 When built 1928

Engines made at Port Glasgow By whom made " " Engine No. 489 when made 1928

Boilers made at " " By whom made " " Boiler No. 489 when made 1928.

Registered Horse Power Owners R J Miller & Co Port belonging to Sigsbee

Nom. Horse Power as per Rule 124 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended Foreign

ENGINES, &c.—Description of Engines Triple expansion. Revs. per minute 105

Dia. of Cylinders 15" - 25" - 42" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 8.23" Crank pin dia. 9 3/4" Crank webs Mid. length breadth 14 1/2" Thickness parallel to axis 6" as fitted 9 5/8" Mid. length thickness 6" shrunk Thickness around eye-hole 4 1/8"

Intermediate Shafts, diameter as per Rule 7.84" 7.66" Thrust shaft, diameter at collars as per Rule 8.23" as fitted NONE 8 1/2"

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 8.64" Is the {tube} shaft fitted with a continuous liner { YES. as fitted 9" screw }

Bronze Liners, thickness in way of bushes as per Rule .56. Thickness between bushes as per Rule .42. 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

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 Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft L.V. BVSH. Length of Bearing in Stern Bush next to and supporting propeller 3'-0"

Propeller, dia. 10'-0" Pitch 11'-0" No. of Blades 4. Material C.I. whether Moveable NO Total Developed Surface 38 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 15" Can one be overhauled while the other is at work YES

Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 15" Can one be overhauled while the other is at work YES

Feed Pumps { No. and size ONE. 5 1/2" x 4 3/4" x 12" Pumps connected to the { No. and size ONE. 4" x 4 1/2" x 8. ONE. 4" x 8 1/2" x 8. How driven STEAM. Main Bilge Line How driven STEAM.

Ballast Pumps, No. and size ONE. 4" x 8 1/2" x 8" 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 3 AT 2. In Holds, &c. 2 AT 3.

Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE. 6". Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ONE - 3".

Are all the Bilge Suction Pipes in hold 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 stowhold 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 pass through the bunkers NONE How are they protected

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 worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2251 sq ft

Is Forced Draft fitted NO No. and Description of Boilers ONE. S. B. 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?

PLANS. Are approved plans forwarded herewith for Shafting YES Main Boilers YES Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements YES Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— 2 Top end and 2 bottom end connecting rod bolts & nuts 2 main bearing bolts. 1 set of coupling bolts. 2 sets of feed & bilge pump valves. 1 set of piston rings. Assorted bolts & nuts Iron of various sizes. etc.

Water Capacity,
Tons.
50
6

5.4.9.13.15.16
8.23.24.26.28.
Visits 81.

The foregoing is a correct description,
For and on behalf of
THE CLYDE SHIPBUILDING & ENGINEERING CO., LIMITED.
Secretary

Manufacturer.

W638-0016

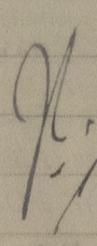


(1924) Nov. 4-11-29. Dec. 5-8-9-12-13-15-30. (1928) Jan. 9-10-13-18-24-31. Feb. 2-3-8-9-10-16-21-24-29. Mar. 2-6-20-21-22-26-24-30.
 During progress of work in shops - - April 3-5-9-12-13-18-23 May 9-23 July 9-18 Aug. 8.
 Dates of Survey while building During erection on board vessel - - -
 Total No. of visits 45.

Dates of Examination of principal parts - Cylinders 16-2-28 Slides 27-2-28. Covers 16-2-28.
 Pistons 27-2-28. Piston Rods 30-3-28. Connecting rods 16-2-28.
 Crank shaft 31-1-28 Thrust shaft 31-1-28 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 22-3-28 Propeller 22-3-28.
 Stern tube 20-3-28. Engine and boiler seatings 30-3-28. Engines holding down bolts 23-4-28.
 Completion of fitting sea connections 30-3-28.
 Completion of pumping arrangements 9-5-28 Boilers fixed 23-4-28. Engines tried under steam 18-9-28
 Main boiler safety valves adjusted 9-5-28 Thickness of adjusting washers P 1 3/32 S 3/8.
 Crank shaft material S Identification Mark 621 J.D. 31-1-28 Thrust shaft material S Identification Mark 621 J.D. 31-1-28.
 Intermediate shafts, material NONE Identification Marks ✓ Tube shaft, material NONE Identification Mark ✓
 Screw shaft, material S Identification Mark 621-4. Steam Pipes, material Copper. ✓ Test pressure 450 ✓ Date of Test 18-4-28
 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 Engine and Boiler has been built under special survey, in accordance with the Rules and approved plans. The materials and workmanship are good. They have been securely fitted on board the vessel, and tried under full power with satisfactory results. The machinery is eligible in our opinion to be classed in the Register Book, with record of **⊕ LMC 8-28.**

It is submitted that this vessel is eligible for the Register **+ LMC 8-28 CL.**

J.S.A. 16/8/28.


The amount of Entry Fee ... £ 3 : - :
 Special ... £ 31 : 15 :
 Donkey Boiler Fee ... £ ✓ : :
 Travelling Expenses (if any) £ ✓ : :
 When applied for, 9th August 1928.
 When received, 23.10.28.

W. London Muelens & Pavey
 Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 14 AUG 1928

Assigned + L.M.C. 8.28.

CERTIFICATE WRITTEN



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