

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 & E 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 D Miller & Co Ltd Port belonging to Saydley
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 as fitted 8 1/2"
Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 8.64"
as fitted 9" Is the { tube } shaft fitted with a continuous liner { YES.
Bronze Liners, thickness in way of bushes as per Rule 56. Thickness between bushes as per Rule 42.
as fitted 9 1/6" as fitted 43. 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 { 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".
Pumps { 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 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 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 ft²
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? 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 YES General Pumping Arrangements YES Oil fuel Burning Piping Arrangements YES

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

1

1

1

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.

Manufacturer.

Secretary

W638-0016



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Lloyd's Register
Foundation

(1924) Nov. 4-11-29. Dec. 5-8-9-12-13-15-30. (1925) 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.

W. A. 16/8/28.
J. A.

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

Committee's Minute GLASGOW 14 AUG 1928

Assigned + LMC 8-28.

W. A. 16/8/28.
J. A.
Engineer Surveyor to Lloyd's Register of Shipping.



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