

Rpt. 4.

No. 49048

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

10 APR 1929

Date of writing Report April 4<sup>th</sup> 1929 When handed in at Local Office April 8<sup>th</sup> 1929 Port of GLASGOW.  
 No. in Survey held at Groon. Date, First Survey 12.1.28 Last Survey April 2<sup>nd</sup> 1929  
 Reg. Book. on the SS THE VICEROY. (Number of Visits 23) Tons } Gross 561  
 } Net 824  
 Built at Groon By whom built Ailsa S.B. Co Ltd Yard No. 404 When built 1929  
 Engines made at Groon By whom made Ailsa S.B. Co Ltd Engine No. 142 when made 1929  
 Boilers made at Glasgow By whom made David Rowan & Co. Boiler No. 362 when made 1929  
 Registered Horse Power 115 Owners J. Hay & Sons Ltd Port belonging to Glasgow  
 Nom. Horse Power as per Rule 115 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 95  
 Dia. of Cylinders 14" 23½" 9 39" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 4.96 Crank pin dia. 8 ½" Crank webs Mid. length breadth 15 ½" Thickness parallel to axis 5"  
 as fitted 8 ½" Mid. length thickness 5" Thickness around eye-hole 3 ¾"  
 Intermediate Shafts, diameter as per Rule 8 ½" Thrust shaft, diameter at collars as per Rule 8 ½"  
 as fitted 8 ½" Is the tube } shaft fitted with a continuous liner } Yes  
 Tube Shafts, diameter as per Rule 8 ½" Screw Shaft, diameter as per Rule 8 ½"  
 as fitted 8 ½" Is the after end of the liner made watertight in the  
 Bronze Liners, thickness in way of bushes as per Rule 5 5/8" Thickness between bushes as per Rule 5 5/8"  
 as fitted 5 5/8" 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 Close fit  
 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 No Length of Bearing in Stern Bush next to and supporting propeller 2'-11"  
 Propeller, dia. 11'-6" Pitch 12'-0" No. of Blades 4 Material C. Iron whether Moreable No Total Developed Surface 45.4 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 ½" Stroke 15" Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 ½" Stroke 15" Can one be overhauled while the other is at work —  
 Feed Pumps { No. and size 1 Duplex 6" x 4 ½" x 6" Pumps connected to the { No. and size 1 Duplex 4" x 8" x 8"  
 How driven Steam Main Bilge Line { How driven Steam  
 Ballast Pumps, No. and size 1 @ 4" x 8" x 8" Lubricating Oil Pumps, including Spare Pump, No. and size —  
 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 @ 2 ½"  
 In Holds, &c. 2 @ 3"  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 3" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 1 @ 3" 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 Yes  
 What Pipes pass through the bunkers Hold Bilge Suctions How are they protected Wood protected  
 What pipes pass through the deep tanks — 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 —) Total Heating Surface of Boilers 2021 sq. ft.  
 Is Forced Draft fitted No No. and Description of Boilers One S.E. Marine Working Pressure 200 lbs. sq. in.  
 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 — Main Boilers — Auxiliary Boilers — Donkey Boilers —  
 (If not state date of approval) General Pumping Arrangements — Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:— Two connecting rod top end bolts and nuts  
Two bottom end bolts and nuts. Two main bearing bolts. One set of coupling  
bolts. One set of feed and bilge pump valves. A quantity of assorted bolts and  
nuts and iron of various sizes.

The foregoing is a correct description,  
 FOR AILSA SHIPBUILDING CO., LIMITED

McNaughton  
 ENGINEER MANAGER

Manufacturer.



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Lloyd's Register  
 Foundation



PILLARS, No. of	..	in 'tw
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"	"	in H
"	"	"
Centre-Line		
Stiffeners at		
Plating, this		
STRINGERS, A		
Uppermost		
Stringer Pl		
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"	A	
Thickness		in way o
Thickness		in way o
Thickness		
If Sheath		
Second-B		
Stringer-I		
STRAB		
FLAT PLATE		
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BOTTOM PLA		
of Strakes		
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SIDE PLATING		
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UPPER DEC		
strake in		
UPPER DEC		
strake in		
STRAKE BEL		
strake in		
STRAKE BEL		
strake in		
POOR SIDE I		
BRIDGE SID		
FORE'CLE S		
Total No.		
MIDSHIP		
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COLLISION		
AFTER P		
STEEL		

	Dates
During progress of work in shops --	{ 1928 June 12, 18 July 10 Aug 28 Oct 23-25 Nov. 1-26-30 Dec 14. (1929) Jan 14-24 Feb 28 Mar 4-8-12 13-20 21-26 28-29 Apr 2.
Dates of Survey while building	{ During erection on board vessel -- - Total No. of visits


Dates of Examination of principal parts—Cylinders				1-11-28.	Slides	14-12-28	Covers	14-12-28.
Pistons		14-12-28.	Piston Rods		28-2-29	Connecting rods		28-2-29.
Crank shaft		14-1-29	Thrust shaft		14-1-29.	Intermediate shafts		—
Tube shaft		—	Screw shaft		4-3-29.	Propeller		28-2-29.
Stern tube		28-2-29.	Engine and boiler seatings		8-3-29	Engines holding down bolts		20-3-29.

Completion of fitting sea connections..... 8-3-29.

Completion of pumping arrangements..... 29-3-29 Boilers fixed..... 20-3-29 Engines tried under steam..... 2-4-29.

Main boiler safety valves adjusted	28-3-29.	Thickness of adjusting washers	PV $\frac{3}{8}$	SV $\frac{1}{32}$			
Crank shaft material	S	Identification Mark	N <sup>o</sup> 2493 P.C.B.	Thrust shaft material	S	Identification Mark	N <sup>o</sup> 2493 P.C.B.
Intermediate shafts, material	None	Identification Marks	14-1-29	Tube shaft, material		Identification Mark	14-1-29.
Screw shaft, material	S	Identification Mark	N <sup>o</sup> 2493 P.C.B.	Steam Pipes, material	Copper	Test pressure	400 lbs
				Date of Test	26-3-29		

Is an installation fitted for burning oil fuel 4-3-29 Is the flash point of the oil to be used over 150°F. 150°F  
Have the requirements of the Rules for the use of oil as fuel been complied with -  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with -  
Is this machinery duplicate of a previous case Yes If so, state name of vessel s/s. The Countess.

*General Remarks* (State quality of workmanship, opinions as to class, &c. The machinery has been built under Special Survey in accordance with the Rules of the Society. The workmanship and materials are of good quality. The engines and boilers have been securely fitted on board and tried under steam with satisfactory results. It is submitted that this vessel is eligible for a record of  LMC 4-29.

It is submitted that  
this vessel is eligible for  
THE RECORD.

+ L.M.C 4.29

The amount of Entry Fee	...	£	3	:	0	:	When applied for,
<sup>3/5</sup> Special	...	£	14	:	5	:	APR 1929
Donkey Boiler Fee	...	£		:		:	When received,
Travelling Expenses (if any)	£	2	:	15	:		12-4-19

David C Barr  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 8 APR 1929

Assigned + L.M.C. 4.29

CERTIFICATE WRITTEN

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