

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

10 APR 1929

Received at London Office

Date of writing Report April 4th 1929 When handed in at Local Office April 8th 1929 Port of GLASGOW.
 No. in Survey held at Yroon. Date, First Survey 12.1.28 Last Survey April 2nd 1929
 Reg. Book. on the SS THE VICEROY. (Number of Visits 23) Tons ^{Gross} 561 _{Net} 824
 Built at Yroon By whom built Ailsa S.B. Co Ltd Yard No. 404. When built 1929
 Engines made at Yroon 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" 23 1/2" 39" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 4.96 Crank pin dia. 8 1/8" Crank webs 5" Mid. length breadth 15 1/2" Thickness parallel to axis 5"
 as fitted 8 1/8" Mid. length thickness 5" Thickness around eye-hole 3 1/16"
 Intermediate Shafts, diameter None Thrust shaft, diameter at collars 8 1/8"
 as fitted None as fitted 8 1/8"
 Tube Shafts, diameter None Screw Shaft, diameter 8 1/8" Is the tube shaft fitted with a continuous liner Yes.
 as fitted None as fitted 8 1/8"
 Bronze Liners, thickness in way of bushes 5/8" Thickness between bushes 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 Close fit
 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 Close fit Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Close fit
 Propeller, dia. 11'-6" Pitch 12'-0" No. of Blades 4 Material C. Iron whether Moveable No Total Developed Surface 45.4 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/8" Stroke 15" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/8" Stroke 15" Can one be overhauled while the other is at work Yes
 Feed Pumps 1 Duplex 6" x 4 1/2" x 6" Pumps connected to the Main Bilge Line 1 Duplex 4" x 8" x 8"
 How driven Steam How driven Steam
 Ballast Pumps, No. and size 1 @ 4" x 8" x 9" Lubricating Oil Pumps, including Spare Pump, No. and size 1 @ 4" x 8" x 9"
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3 @ 2 1/4"
 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 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 None worked from None

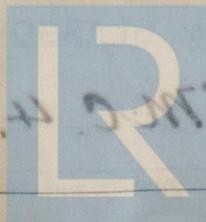
MAIN BOILERS, &c.—(Letter for record 2021) Total Heating Surface of Boilers 2021 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers One S.E. Marine Working Pressure 200 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.
 IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? None

PLANS. Are approved plans forwarded herewith for Shafting None Main Boilers None Auxiliary Boilers None Donkey Boilers None
 Superheaters None General Pumping Arrangements None Oil fuel Burning Piping Arrangements None
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

NOTE.—The words which do not apply should be deleted.

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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
During progress of work in shops - 13 20 21 26 28 29 Apr 2

Dates of Survey while building
During erection on board vessel - - -

Total No. of visits 23

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 3/8" SV 1/32"

Crank shaft material S Identification Mark No 2493 PC.B. Thrust shaft material S Identification Mark No 2493 PC.B.
Intermediate shafts, material None Identification Marks 14-1-29 Tube shaft, material Identification Mark 14-1-29

Screw shaft, material S Identification Mark No PC.B. Steam Pipes, material Copper Test pressure 400lbs 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.

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 1/5 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 FEB RECORD. + L.M.C. 4.29 C.L.

15.4.29
One S.F. Machine
OK

The amount of Entry Fee ... £ 3 : 0 :
Special ... £ 14 : 5 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 2 : 15 :
When applied for, APR 1929
When received, 12.4.19

Committee's Minute GLASGOW 8 APR 1929
Assigned + L.M.C. 4.29
David C Barr
Engineer Surveyor to Lloyd's Register of Shipping.

