

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

of writing Report 19 When handed in at Local Office 17/5/27 19 Port of
 in Survey held at Glasgow Date, First Survey 15th January 1926 Last Survey 4.5. 1927
 g. Book. on the s/s "CITY OF HEREFORD" (Number of Visits 54)
 built at Glasgow By whom built Messrs Barclay Curle & Co Ltd Yard No. 615 Tons { Gross 5701
 Engines made at Glasgow By whom made Messrs Barclay Curle & Co Engine No. 615 when built 1927. Net 3216.
 Boilers made at Glasgow By whom made Messrs Barclay Curle & Co Boiler No. 615 when made 1927.
 Registered Horse Power Owners Elliman Lines Ltd Port belonging to Liverpool.
 m. Horse Power as per Rule 524. 523 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.

GINES, &c.—Description of Engines Inverted, direct acting triple expansion Revs. per minute 75
 a. of Cylinders 24 4 1/2 Length of Stroke 48" No. of Cylinders Three No. of Cranks Three
 Crank shaft, dia. of journals as per Rule 13.9" Crank pin dia. 14 3/4" Crank webs Mid. length breadth 22" Thickness parallel to axis } 6 1/4"
 as fitted 14 1/2" Mid. length thickness 9" shrunk Thickness around eye-hole }
 Intermediate Shafts, diameter as per Rule 13.3" Thrust shaft, diameter at collars as per Rule 13.9"
 as fitted 13 3/8" as fitted 14 1/4"

Iron Shafts, diameter as per Rule 14.8" Is the screw shaft fitted with a continuous liner } Yes.
 as fitted 15 1/2" as fitted 18/32"
 Bronze Liners, thickness in way of bushes as per Rule 13 1/2" Thickness between bushes as per Rule 19 1/32"
 as fitted 13 1/2" as fitted 19 1/32" 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
 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
 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

d. of the tube shaft Length of Bearing in Stern Bush next to and supporting propeller 5-2 1/2"
 Propeller, dia. 18-3" Pitch 14-6" No. of Blades 4 Material Bronze whether Movable Yes Total Developed Surface 105 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 24" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 24" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 2 @ 10 1/2" x 8" x 22" EACH. Pumps connected to the Main Bilge Line { No. and size 1 Ballast pump 9 x 10 x 24"
 How driven STEAM RECIPROCATING. How driven Steam reciprocating

Ballast Pumps, No. and size 1- 9 x 10 x 24. Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler
 Bilge Pumps;—In Engine and Boiler Room 2 @ 3" IN ER / 2 @ 3" IN B.R.
 in Holds, &c. No 1- 2 @ 2 1/2" (FOR) - No 2- 2 @ 3" - No 3- 2 @ 2 1/2" - No 4- 2 @ 2 3/4" - No 5- 2 @ 2 3/4"
 TUNNEL WELL - 1 @ 2 1/2" - DEEP TANK (AFT) 2 @ 2 1/2"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 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 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 are carried through the bunkers Forward hold Suctions How are they protected Like cutting
 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 Yes Is it fitted with a watertight door Yes worked from UPPER DECK.
 MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 2 MAIN - 4916 sq. ft., 1 AUXY - 2267 - TOTAL - 7183 sq. ft.
 Is Forced Draft fitted Yes No. and Description of Boilers 2 MAIN - 1 AUX - MULTITUBULAR. Working Pressure ALL 225 LBS

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 Yes Donkey Boilers
 (If not state date of approval) Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— 2 each of con. and top & bottom end bolts and main bearing bolts & nuts
 one set of connecting bolts, 1 set of feed & bilge pump valves, 1 set of piston pumps for each cylinder.
 propeller blades, iron of various sizes and a quantity of assorted bolts & nuts.

The foregoing is a correct description, FOR BARCLAY, CURLE & CO., LTD.

John Alexander ENGINE WORKS MANAGER

Manufacturer.



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1926 Jan 15 Feb 5 12 23 25 Mar 10 17 19 21 23 June 2 4 7 22 24 29 July 12 26 Aug 3 10 19 27 31 Sep 3 7 13
 During progress of work in shops - - 30 Oct 7 8 11 12 18 19 26 29 Dec 1 13 20 27 (1927) Jan 18 Feb 3 15 Mar 30 Apr 4 13 19 21 25 28 29 May 2 4
 Dates of Survey while building }
 During erection on board vessel - - - }
 Total No. of visits 54

Dates of Examination of principal parts—Cylinders 12-7-26 Slides 27-8-26 Covers 27-8-26
 Pistons 31-8-26 Piston Rods 31-8-26 Connecting rods 31-8-26
 Crank shaft 29-6-26 Thrust shaft 11-10-26 Intermediate shafts 11-10-26
 Tube shaft ✓ Screw shaft 11-10-26 Propeller 7-9-26
 Stern tube 7-9-26 Engine and boiler seatings 3/2/24 Engines holding down bolts 13/4/24
 Completion of pumping arrangements 4/5/24 Boilers fixed 13/4/24 Engines tried under steam 4/5/24
 Main boiler safety valves adjusted 25/4/24 Thickness of adjusting washers P. 2 7 1/2 S 1 1/2 C. 8 7 1/2 S 2 1/4 S 3 1/2 S 3 1/2
 Crank shaft material Steel Identification Mark 837 LLOYDS 1411 AF 19-2-26 29/6/26 H.L.S. Thrust shaft material Steel Identification Mark 6571 M 24-2-26 17-10-26
 Intermediate shafts, material Steel Identification Marks 6537 H.L.S. 22-2-26 11-10-26 H.L.S. Tube shaft, material 12586 R.L. 11-10-26 H.L.S. Identification Mark 6549 R.L. 11-10-26 H.L.S. Date of Test 21/4/24
 Screw shaft, material Steel Identification Mark 6549 R.L. 11-10-26 H.L.S. Steam Pipes, material Steel Test pressure 645 lb
 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 Machinery of this vessel has been built under special Survey and in accordance with the Rules and approved plans. The materials and workmanship are good. It has been efficiently secured in position and on completion has been examined under working conditions with satisfactory results.

The Machinery of this vessel is eligible, in our opinion, to be classed in the Register Book with notation of +LMC 5/27.

It is submitted that this vessel is eligible for THE RECORD. + LMC 5. 27. FD. CL. 2SB & 1 Aux. SB.

A.L.G.
17/5/27

GLASGOW

The amount of Entry Fee ... £ 6 : -
 Special ... £ 101 : 4
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 11/5/27
 When received, 30.6.27

J.W.D.
21/5/27
 J. J. Munro + H. Sutherland
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 17 MAY 1927

Assigned + LMC 5. 27.



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 CERTIFICATE WRITTEN