

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

20 MAY 1936

Date of writing Report 10 When handed in at Local Office 9. 5. 10 36 Port of Glasgow
 No. in Survey held at Iron Date, First Survey 9-12-35 Last Survey 5th May 1936
 Reg. Book. Sc. S. S. THE PRESIDENT (Number of Vests 14) Gross Tons 926
 on the Sc. S. S. THE PRESIDENT Net Tons 481
 Built at Iron By whom built Messrs Ailsa S. B. Co. Ltd Yard No. 421 When built 1936
 Engines made at Iron By whom made Do Engine No. 156 When made 1936
 Boilers made at Glasgow By whom made David Brown & Co. Ltd Boiler No. 415 When made 1936
 Registered Horse Power 71.08 Owners J. Hay & Sons. Ltd Port belonging to Glasgow
 Nom. Horse Power as per Rule 112 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Coasting

ENGINES, &c.—Description of Engines Steam Triple expansion reciprocating Revs. per minute 89.
 Dia. of Cylinders 13 1/2" - 22 1/2" - 38" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of Journals 7.965" as per Rule 8.125" as fitted Crank pin dia. 8.125" Crank webs 15 1/2" Mid. length breadth 5" shrunk Thickness parallel to axis 6"
 Intermediate Shafts, diameter 7.586" as per Rule 7.965" as fitted Thrust shaft, diameter at collars 8.125" as per Rule 8.125" as fitted
 Tube Shafts, diameter 8.544" as per Rule 8.75" as fitted Is the screw shaft fitted with a continuous liner Yes
 Screw Shaft, diameter 8.75" as per Rule 8.75" as fitted Is the screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes .556" as per Rule .563" as fitted Thickness between bushes .417" as per Rule .438" as fitted 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 Yes
 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yes
 If so, state type Yes Length of Bearing in Stern Bush next to and supporting propeller 35"
 Propeller, dia. 11' 6" Pitch 13' 3" No. of Blades 4 Material Cast iron whether Moveable No Total Developed Surface 45.7 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 5/8" Stroke 15" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 5/8" Stroke 15" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 1 @ 6 1/2" x 4 1/4" x 6" Pumps connected to the { No. and size 1 @ 7" x 8" x 8"
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size 2 @ 7" x 8" x 8" + 6 1/2" x 4 1/4" x 6" Lubricating Oil Pumps, including Spare Pump, No. and size Yes
 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 One 2 1/4" engine room aft. Two 2 1/4" Boiler room
 In Pump Room Yes In Holds, &c. Two 3" Hold.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 4" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 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 pipes How are they protected wood covered
 What pipes pass through the deep tanks Yes 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 Yes worked from Yes

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1930 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers One single ended Cylinder Working Pressure 215 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes Please see Glasgow report No. 56674
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes
 Is the donkey boiler intended to be used for domestic purposes only Yes
 PLANS. Are approved plans forwarded herewith for Shafting 25.10.35 Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval)
 Superheaters Yes General Pumping Arrangements No Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied 1 propeller, 1 set of air and circulating pump valves, 6 condenser tubes, 1 eccentric strap, 4 boiler tubes, 1 safety valve spring, 1 set of Boiler feed check valves, 1 set junk ring bolts, 1 set of piston and valves spindle metallic packing

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

Manufacturer.



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Lloyd's Register
Foundation

003321-003327-0226

1935 Dec.: 9 (1936) Jan.: 9, 20 Feb.: 3, 18, 21 Mar.: 13, 27, 31 Apr.: 14, 16
 During progress of work in shops -- 17, 29 May: 5
 Dates of Survey while building
 During erection on board vessel --
 Total No. of visits 14

Dates of Examination of principal parts—Cylinders 9-1-35, 9-2-35, 20-1-36, Slides 13-3-36, Covers 20-1-36
 Pistons 9-12-35, Piston Rods 9-12-35, Connecting rods 9-12-35
 Crank shaft 3-2-36, Thrust shaft 9-1-36, 18-2-36, Intermediate shafts none
 Tube shaft none, Screw shaft 20-1-36, 31-3-36, Propeller 13-3-36
 Stern tube 13-3-36, Engine and boiler seatings 21-2-36, 13-3-36, Engines holding down bolts 17-4-36
 Completion of fitting sea connections 29-4-36, 27-3-36
 Completion of pumping arrangements 29-4-36, Boilers fixed 29-4-36, Engines tried under steam 5-5-36
 Main boiler safety valves adjusted 29-4-36, Thickness of adjusting washers Port 7/16" Starb. 13/32"
 Crank shaft material Steel, Identification Mark 3-2-36 G.E.M., Thrust shaft material Steel, Identification Mark 18-2-36 G.E.M.
 Intermediate shafts, material ✓, Identification Marks Lloyd's No. 2302, Tube shaft, material ✓, Identification Mark
 Screw shaft, material Steel, Identification Mark 31-3-36 G.E.M., Steam Pipes, material Copper, Test pressure 430 lbs., Date of Test 14-4-36
 Is an installation fitted for burning oil fuel No, Is the flash point of the oil to be used over 150°F. 23 ✓
 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 ✓
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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. These engines have been built under special survey in accordance with the Rules and approved plans. The materials and workmanship are good. They have been properly fitted on board, tried under full working conditions and found satisfactory, and eligible in my opinion for the record in the Register Book of + L.M.C. 5-36.
 9/5/36

GLASGOW

Certificate to be sent to

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

The amount of Entry Fee ... £ 3 : 0 : 0
 Special ... 3/5... £ 16 : 16 : 0
 Donkey Boiler Fee ... £ : ✓ :
 Travelling Expenses (if any) £ 1 : 15 : 0
 When applied for, 19 MAY 1936
 When received, 22-5-36 23/5

G. C. Murdoch
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 19 MAY 1936

Assigned + L.M.C. 5-36