

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

10 JAN 1929

Date of writing Report 4-6-1929. When handed in at Local Office 10 Port of Glasgow

No. in Survey held at Glasgow. Date, First Survey 18-12-28 Last Survey 4-6-1929
 Reg. Book. on the Steamer "B. L. NAIRN" (Number of Visits 36)

Built at Glasgow. By whom built Calder S. & E. Co. Ltd. Yard No. 330 Tons Gross 395.5
 Engines made at do By whom made do Engine No. 530 When built 1929
 Boilers made at do By whom made do Boiler No. 530 when made 1929

Registered Horse Power Owners Trustees of the Harbour of Glasgow. Port belonging to Glasgow.

Nom. Horse Power as per Rule 79.114 Is Refrigerating Machinery fitted for cargo purposes do Is Electric Light fitted Yn.

Trade for which Vessel is intended Lay Ferry Service.

ENGINES, &c.—Description of Engines Twin Diagonal Compound. Revs. per minute 40

Dia. of Cylinders 18" 34" Length of Stroke 42" No. of Cylinders 4 No. of Cranks 4

Crank shaft, dia. of journals as per Rule 8.56" Crank pin dia. 7" Crank webs Mid. length breadth ☒ Thickness parallel to axis 5 1/2"
 as fitted 8 5/8" Mid. length thickness ☒ shrunk Thickness around eye-hole 3 1/8"

Paddle Intermediate Shafts, diameter as per Rule 8.16" Thrust shaft, diameter at collars as per Rule ☒
 as fitted 8 1/4" as fitted ☒

Tube Shafts, diameter as per Rule ☒ Screw Shaft, diameter as per Rule ☒ Is the { tube screw } shaft fitted with a continuous liner ☒
 as fitted ☒ as fitted ☒

Bronze Liners, thickness in way of bushes as per Rule ☒ Thickness between bushes as per Rule ☒ Is the after end of the liner made watertight in the
 as fitted ☒ as fitted ☒ propeller boss ☒

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 ☒

Propeller, dia. ☒ Pitch ☒ No. of Blades ☒ Material ☒ whether Moveable ☒ Total Developed Surface ☒ sq. feet

Feed Pumps worked from the Main Engines, No. ☒ Diameter ☒ Stroke ☒ Can one be overhauled while the other is at work ☒

Bilge Pumps worked from the Main Engines, No. ☒ Diameter ☒ Stroke ☒ Can one be overhauled while the other is at work ☒

Feed Pumps { No. and size one 5" x 7" x 12" Pumps connected to the { No. and size 2 - one 4" x 6" x 12", one 5" x 4 1/2" x 12"
 How driven Steam Main Bilge Line How driven Steam

Ballast Pumps, No. and size one Drysdale 7" bore 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 Two - 2"

In Holds, &c. Two - 2", one - 2 1/2"
No. 1. 2" No. 2. 2" No. 3. 2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 5" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size one - 2 1/2" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes ☒

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 ☒

Are all Sea Connections fitted direct on the skin of the ship ☒ 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 ☒ 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 ☒ Are the Blow Off Cocks fitted with a spigot and brass covering plate ☒

What Pipes pass through the bunkers none How are they protected ☒

What pipes pass through the deep tanks ☒ Have they been tested as per Rule ☒

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times ☒

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 ☒ Is the Shaft Tunnel watertight none Is it fitted with a watertight door ☒ worked from ☒

MAIN BOILERS, &c.—(Letter for record S. 4) Total Heating Surface of Boilers 1470 sq. ft.

Is Forced Draft fitted Yn No. and Description of Boilers one S.E. Working Pressure 120 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? ☒IS A DONKEY BOILER FITTED? ☒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)

Superheaters ☒ General Pumping Arrangements ☒ Oil fuel Burning Piping Arrangements ☒

SPARE GEAR. State the articles supplied:—Two bottom end bolts & nuts, two top end bolts & nuts, two main bearing bolts & nuts,
one set fuel pump valves, one set bilge pump valves, 12 Condenser tubes, 24 Condenser journals, one set of gibbs, assorted
bolts, nuts & iron.

The foregoing is a correct description,

FOR AND ON BEHALF OF THE CALEDON SHIPBUILDING & ENGINEERING CO. LD.

J. DeBurel

SECRETARY

Manufacturer.



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Lloyd's Register
Foundation

0074-010881-0030

PILLARS,

Dates
of Survey
while
building

During progress of
work in shops ---

1928. Dec. 18.

1929 Jan. 8, 11, 14, 15, 18.

Feb. 4, 7, 12, 13, 15, 19, 20, 26, 28.

Mar. 4, 6, 8, 9, 12, 22, 28. Apr. 4, 10, 16, 17, 26.

April. 1929 29. May. 6, 8, 13, 14, 17, 28, June. 4.

Total No. of visits 36

Dates of Examination of principal parts—Cylinders

Pistons

9-3-29

Piston Rods

9-3-29

Slides

9-3-29

Covers

9-3-29

Crank shaft

22-3-29

Paddle

Flange shaft

22-5-29

Connecting rods

9-3-29

Tube shaft

✓

Screw shaft

✓

Intermediate shafts

✓

Stern tube

✓

Engine and boiler seatings

19-4-29

Engines holding down bolts

17-5-29

Completion of fitting sea connections

19-4-29

Completion of pumping arrangements

17-5-29 Boilers fixed

14-5-29

Engines tried under steam

{ 4-6-29
28-5-29

Main boiler safety valves adjusted

28-5-29

Thickness of adjusting washers

Port. 1/32"

Starb. 9/32"

Crank shaft material

Steel

Identification Mark

72766

Thrust shaft material

✓

Identification Mark

✓

Intermediate shafts, material

Steel

Identification Marks

42 2766

Tube shaft, material

✓

Identification Mark

✓

Screw shaft, material

Identification Mark

✓

Steam Pipes, material

Copper

Test pressure

250 lb.

Date of Test

18-5-29

Is an installation fitted for burning oil fuel

✓

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

If so, have the requirements of the Rules been complied with

✓

Is this machinery duplicate of a previous case

✓

If so, state name of vessel

P.S. "WILLIAM HIGH"

General Remarks (State quality of workmanship, opinions as to class, &c.)

Constructed under Special Survey in accordance with the Rules.

The materials & workmanship are good.

The machinery has been fitted on board the vessel in an efficient manner, examined under working conditions & found satisfactory and is eligible in my opinion to be classed with record of + L.M.C. 6-29.

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

+L.M.C. 6-29.

Y.Rm

12.6.29

The amount of Entry Fee ... £ 3.0.0

Special ... £ 2.10

Donkey Boiler Fee ... £ 28.10

Travelling Expenses (if any) £

When applied for,

4-6-1929

When received,

18.6.1929

Committee's Minute

FRI. 14 JUN 1929

Assigned

+ L.M.C. 6:29

Engineer Surveyor to Lloyd's Register of Shipping.



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