

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 6-4-1929 When handed in at Local Office 19 Port of Limerick
 Received at London Office 10 APR 1929
 No. in Survey held at Limerick Date, First Survey 28-8-28 Last Survey 28-3-1929
 Reg. Book. on the T.S. Fury Steamer "PERCH ROCK." (Number of Visits 52)
 Built at Limerick By whom built Tyson, The Caledon S.B. & E. Co. Ltd. Yard No. 528. Tons ^{Gross} 765.9
 Engines made at Limerick By whom made do Engine No. 528 When built 1929
 Boilers made at Limerick By whom made do Boiler No. 528 when made 1929
 Registered Horse Power Owners The Mayor, Aldermen & Burgess of Port belonging to Limerick
 Nom. Horse Power as per Rule 183 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended Fury purposes River Mersey.

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 129
 Dia. of Cylinders 14 1/2", 23 1/2", 38" Length of Stroke 24" No. of Cylinders 6 No. of Cranks 6
 Crank shaft, dia. of journals as per Rule 6.97" Crank pin dia. 7" Crank webs Mid. length breadth 13 1/4" Thickness parallel to axis 5 1/4" shrunk
 as fitted 7" Mid. length thickness 5 1/4" Thickness around eye-hole 3 1/8"
 Intermediate Shafts, diameter as per Rule 6.64" Thrust shaft, diameter at collars as per Rule 6.97"
 as fitted 6 3/4" as fitted 7"
 Tube Shafts, diameter as per Rule 7.72" Screw Shaft, diameter as per Rule 8 1/2"
 as fitted 7" Is the ^{tube} screw shaft fitted with a continuous liner no
 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 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 Length of Bearing in Stern Bush next to and supporting propeller 4'-0"
 Propeller, dia. 9'-6" Pitch 11'-3" No. of Blades 3 Material Brass whether Moveable no Total Developed Surface 275 sq. feet
 Feed Pumps worked from the Main Engines, No. none Diameter yes Stroke yes Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. none Diameter yes Stroke yes Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size Two 6" x 8 1/2" x 13" Pumps connected to the { No. and size one 6" x 8 1/2" x 13" one 5" x 4 1/2" x 12"
 How driven Steam Main Bilge Line { How driven Steam Bellevue
 Ballast Pumps, No. and size one 6" x 8 1/2" x 13" Lubricating Oil Pumps, including Spare Pump, No. and size none
 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 4 - 2 1/2" yes
 In Holds, &c. 10 - 2" 1 - 2 1/2" yes

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 6" 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 Steam pipes How are they protected Watertight steel tubes
 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 yes

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 3244 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers Two Single ended, return tubes 25 ft. Working Pressure 180 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no

If so, is a report now forwarded? yes

PLANS. Are approved plans forwarded herewith for Shafting 13-8-28 Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval)

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

SPARE GEAR. State the articles supplied:—Propeller shaft, stern bush, 12 coupling bolts, 2 bottom end bolts
 & nuts, 2 top end bolts & nuts, 2 main bearing bolts & nuts, 12 piston studs & nuts, 1 eccentric
 & strap complete, 1 set of valves for main feed pumps, air pumps with bucket & rings, 12 condenser tubes,
 100 condenser pencils, 20 tubes for main boilers, 1 set of U.S.A. metallic packing for H.P. & M.P. piston rods,
 5 stoppers for main boilers, a supply of assorted iron, bolts & nuts. One pair Connecting Rod bearings.
 one set of valves for air pump, 6 stay tubes & nuts for main boilers.

The foregoing is a correct description,

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

D. G. Bruce
 SECRETARY

Manufacturer.



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Dates of Survey while building
During progress of work in shops -- 1928. AUG. 28. SEPT. 5. 12. 19. 20. 24. OCT. 2. 9. 12. 18. 24. 30. 31. NOV. 1. 5. 15. 21. 26. 27. 28. DEC. 3. 6. 7. 10. 12. 14. 17. 18. 21. 26. 27. 28. 1929 JAN. 8. 9. 10. 15. 17. 23. 29. 30. 31. FEB. 4. 5. 6.
During erection on board vessel -- 1929. FEB. 7. 8. 12. 15. 18. 20. 21. 25. 26. 27. MARCH. 1. 5. 15. 19. 22. 25. 27. 28.
Total No. of visits 62

Dates of Examination of principal parts--Cylinders 30-1-29. Slides 30-1-29. Covers 30-1-29.
Pistons 30-1-29. Piston Rods 30-1-29. Connecting rods 30-1-29.
Crank shaft 9-12-28. Thrust shaft 9-12-28. Intermediate shafts 30-1-29.
Tube shaft ✓. Screw shaft 30-1-29. Propeller 30-1-29.
Stern tube 30-1-29. Engine and boiler seatings 6-2-29. Engines holding down bolts 15-2-29.
Completion of fitting sea connections 30-1-29.
Completion of pumping arrangements 5-3-29. Boilers fixed 15-2-29. Engines tried under steam 27-3-29.
Main boiler safety valves adjusted 26-3-29. Thickness of adjusting washers Port Bl. P. 5/16" S. 3/8" Star. Bl. P. 5/16" S. 3/8"
Crank shaft material steel. Identification Mark Lloyd's N: 5149. 9-12-29. H.Y.B. Thrust shaft material steel. Identification Mark Lloyd's N: 1002. 30-1-29. H.Y.B.
Intermediate shafts, material steel. Identification Mark Lloyd's N: 35389. 30-1-29. H.Y.B. Tube shaft, material ✓. Identification Mark Lloyd's N: 35389. 30-1-29. H.Y.B.
Screw shaft, material steel. Identification Mark Lloyd's N: 35389. 30-1-29. H.Y.B. Steam Pipes, material Copper. Test pressure 360 lbs. Date of Test 29-1-29.
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 S.S. "MARLOWE" S.S. "WALLASEY".
General Remarks (State quality of workmanship, opinions as to class, &c. Under Rpt. No. 8615. Under Rpt. No. 8607.

The machinery of this vessel has been constructed under Special Survey in accordance with the Rules. The materials & workmanship are good. The machinery has been fitted on board in an efficient manner, examined under working conditions & found satisfactory and is eligible in my opinion to be Classed + L.M.C. 3-29.- O.G.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 3.29. O.G.

YRM
12.4.29

Engine Surveyor to Lloyd's Register of Shipping.

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

The amount of Entry Fee ... £ 3 : 0 :
Special ... £ 45 : 15 :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ :
When applied for, 9-4-1929
When received, 16-4-29

Committee's Minute TUE. 16 APR 1929

Assigned + L.M.C. 3.29
O.G.