

29 DEC 1927

Rpt. 4.

No. 47307

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 23 NOV 1927

Date of writing Report *Nov 16 1927* When handed in at Local Office *19.11.27* Port of *Glasgow*

No. in Survey held at *Burntisland* Date, First Survey *1-9-27* Last Survey *Nov 14 1927*

Reg. Book. on the *S.S. City of London*

Built at *Burntisland* By whom built *Burntisland S.B. Co.* Yard No. *145* When built *1927*

Engines made at *Coatbridge* By whom made *Beardmore & Co* Engine No. *641* when made *1927*

Boilers made at *Glasgow* By whom made *M<sup>rs</sup> Rowlands* Boiler No. *353* when made *1927*

Registered Horse Power *109* Owners *Brussels S.S. Co. Ltd* Port belonging to *London*

Nom. Horse Power as per Rule *109* Is Refrigerating Machinery fitted for cargo purposes *no* Is Electric Light fitted *yes*

Trade for which Vessel is intended *General cargo between London & Brussels*

ENGINES, &c.—Description of Engines *Triple expansion* Revs. per minute *Three*

Dia. of Cylinders *15-25-40* Length of Stroke *24* No. of Cylinders *Three* No. of Cranks *Three*

Crank shaft, dia. of journals *8* Crank pin dia. *8* Crank webs *13 1/2* Mid. length breadth *5* Thickness parallel to axis *3 1/2*

Intermediate Shafts, diameter *4 1/2* Thrust shaft, diameter at collars *8*

Tube Shafts, diameter *8 1/2* Screw Shaft, diameter *9 1/8* Is the *tube* shaft fitted with a continuous liner *no*

Bronze Liners, thickness in way of bushes *no liners* Thickness between bushes *on screw shaft* 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*

Propeller, dia. *10-6* Pitch *11-3* No. of Blades *4* Material *B.S.* whether Movable *no* Total Developed Surface *390* sq. feet

Feed Pumps worked from the Main Engines, No. *2* Diameter *3* Stroke *13 1/2* Can one be overhauled while the other is at work *yes*

Bilge Pumps worked from the Main Engines, No. *2* Diameter *3* Stroke *13 1/2* Can one be overhauled while the other is at work *yes*

Feed Pumps No. and size *1 @ 6 x 4 1/4 x 6* Pumps connected to the Main Bilge Line No. and size *1 @ 6 x 4 1/4 x 6* How driven *Steam*

Ballast Pumps, No. and size *1 @ 6 x 6 x 6* Lubricating Oil Pumps, including Spare Pump, No. and size *1 @ 6 x 6 x 6*

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 *2 @ 2 1/2* *4 @ 3" (special)*

In Holds, &c. *1 @ 3"*

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 @ 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 *none* How are they protected *yes*

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 *no* worked from *no*

MAIN BOILERS, &c.—(Letter for record *(S)*) Total Heating Surface of Boilers *1955* *sq. ft.*

Is Forced Draft fitted *no* No. and Description of Boilers *1 S B* Working Pressure *180 lb. sq. in.*

IS A REPORT ON MAIN BOILERS NOW FORWARDED? *yes*

IS A DONKEY BOILER FITTED? *no* If so, is a report now forwarded? *no*

PLANS. Are approved plans forwarded herewith for Shafting *12-5-27* Main Boilers *yes* Auxiliary Boilers *no* Donkey Boilers *no*

Superheaters *no* General Pumping Arrangements *no* Oil fuel Burning Piping Arrangements *no*

SPARE GEAR. State the articles supplied:—

*Spare gear checked on board & found in order*

The foregoing is a correct description,

For WILLIAM BEARDMORE &amp; CO., LIMITED

Manufacturer.



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Lloyd's Register  
Foundation

012256-012264-0162



1927 Sept. 21, 28 Oct 5 10 20 Nov 3 14

During progress of work in shops - -

Dates of Survey while building

During erection on board vessel - -

1927 Oct. 20, 24 Nov 1, 5, 9, 10, 17, 28 Dec 8, 13, 15

Total No. of visits (in shops) 8 (on board) 11

Dates of Examination of principal parts—Cylinders 5-10-27 Slides 5-10-27 Covers 5-10-27

Pistons 5-10-27 Piston Rods 5-10-27 Connecting rods 5-10-27

Crank shaft 10-10-27 Thrust shaft 20-10-27 Intermediate shafts none fitted

Tube shaft ✓ Screw shaft 20-10-27 Propeller 20-10-27

Stern tube 10-10-27 (in shop) Engine and boiler seatings 1-11-27 Engines holding down bolts 28-11-27

Completion of fitting sea connections 24-10-27

Completion of pumping arrangements 18-12-27 Boilers fixed 17-11-27 Engines tried under steam 15-12-27

Main boiler safety valves adjusted 13-12-27 Thickness of adjusting washers P.V. 3/8" S.V. 3/8"

Crank shaft material Steel Identification Mark 2080AF Thrust shaft material Steel Identification Mark 1694ATC

Intermediate shafts, material none fitted Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Steel Identification Mark ✓ Steam Pipes, material Copper Test pressure 360 Date of Test Refr

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 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. The materials and workmanship are good. They have been forwarded to Leith to be installed on board the vessel.

The machinery has now been satisfactorily fitted in the vessel, tried under steam & found satisfactory. The machinery is now in a good & safe working condition which renders the vessel eligible in our opinion to have the notation + L.M.C. 12.27 in the Register Book.

It is submitted that this vessel is eligible for THE RECORD. + LMC 12.27. OG.

30/12/27

Clive Bell  
H. L. Sutherst  
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 3-0-0 When applied for, 21.11.19

Special 2/5 ... £ 10-18-0

Donkey Boiler Fee ... £ 5-9-0

Travelling Expenses (if any) £ : : When received, 14.1.28

Committee's Minute GLASGOW 22 NOV 1927

Assigned Defered

TUES. 3 JAN 1928

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+ LMC 12.27  
Lloyd's Register  
Foundation

FRI. 9 MAR 1928

A.B.  
19/11/27  
Glasgow

Certificate to be sent to

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