

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

8 SEP 1926

Date of writing Report 4. 8. 1926 When handed in at Local Office 31/8/1926 Port of Greenock
 No. in Survey held at Greenock Date, First Survey 19th January, 1926 Last Survey 31st Aug 1926
 Reg. Book. 915 "Deblair" (Number of Visits 62)
 on the
 Built at Greenock By whom built Swath Str. E. & Co. Yard No. 528 Tons { Gross 4608
 Engines made at ditto By whom made ditto Engine No. 600 When built 1926
 Boilers made at ditto By whom made ditto Boiler No. 600 when made 1926
 Registered Horse Power Owners The United Steam Navigation Co. Port belonging to Newcastle on Tyne
 Nom. Horse Power as per Rule 449 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines

Triple Expansion

Dia. of Cylinders 25.5-43-70 Length of Stroke 48 Revs. per minute 66 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals 13.55 as per rule 13.64 as fitted 13.78 Dia. of Crank pin 13.78 Crank webs shrunk Mid. length breadth 8.5/4 Thickness parallel to axis 5.5/16
 Diameter of Thrust shaft under collars 13.55 as per rule 13.64 as fitted 13.78 Diameter of Tunnel shaft 12.09 as per rule 12.18 as fitted 12.18 Diameter of Screw shaft 14.405 as per rule 14.49 as fitted 14.58 Is the Screw shaft fitted with a continuous liner the whole length of the stern tube Yes 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 joints burned — If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated Yes Length of Stern Bush 60 Diameter of Propeller 18-0
 Pitch of Propeller 14.6 No. of Blades 4 State whether Moveable No Total Surface 92.6 square feet.
 No. of Feed Pumps fitted to the Main Engines None Diameter of ditto — Stroke — Can one be overhauled while the other is at work —
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 4 Stroke 24 Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 4: (2-9 1/2 x 21.4 WEIR FEED) (1+12 x 5 WEIR FEED) 4 x 10 x 6 1/2 x 9 5/8
 No. and size of Pumps connected to the Main Bilge Line 2 9 x 10 x 6 1/2 x 10 x 12 x 12
 No. and size of Ballast Pumps 1 10 x 12 x 12 No. and size of Lubricating Oil Pumps, including Spare Pump —
 Are two independent means arranged for circulating water through the Oil Cooler — No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 4 - 3 1/2" Tunnel Well 1-3 1/2" and in Holds, &c. 8 at 3 1/2"

No. and size of Main Water Circulating Pump Bilge Suctions one 8" No. and size of Donkey Pump Direct Suctions —
 to the Engine Room Bilges one 5" 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 connections with the sea direct on the skin of the ship Yes Are they 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 Discharge Pipes 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 None How are they protected —
 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 Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from WER Platform

MAIN BOILERS, &c.—(Letter for record R)Total Heating Surface of Boilers 6446

Is Forced Draft fitted Yes No. and Description of Boilers 2 Single ended Working Pressure 180 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes
 PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers — Donkey Boilers Yes
 (If not state date of approval)
 General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:—
2 Connecting Rods top end both ends ditto for bottom end 2 main Bearing bolts 1 set of Coupling bolts 1 set of Feed Bilge Pump valves 2 Quantity of brooked bolts & nuts 1 set of various sizes

RETAIN

The foregoing is a correct description,

SCOTT'S SHIPBUILDING & ENGINEERING COMPANY LIMITED.

Manufacturer.

Chas. Rennie

Chief Draughtsman.

W382-0147



© 2021

Lloyd's Register Foundation

(1926) Jan 19-28 Feb 10-16-18-23-26 Mar 3-9-15-17-23-25-31 Apr 2-7-14-16-21-27-29 May 1-13-15-18-20-21-26-28-31
 June 2-4-10-15-22-25-30 July 13-16-19-20-21-22-23-27-28-29-30 Aug 3-4-6-9-10-11-12-13-14-16-19-21-23-24-31
 During progress of work in shops - - -
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits 63

Dates of Examination of principal parts - Cylinders 4-5-26 15-5-26 Slides 21-7-26
 Covers 4-5-26 15-5-26 Pistons 13-5-26 Rods 13-5-26
 Connecting rods 25-6-26 Crank shaft 31-5-26 Thrust shaft 7-4-26
 Tunnel shafts 31-5-26 Screw shaft 31-5-26 Propeller 22-6-26
 Stern tube 22-7-26 Engine and boiler seatings 10-6-26 Engines holding down bolts 13-8-26
 Completion of pumping arrangements 13-8-26 Boilers fixed 3-8-26 Engines tried under steam 31st Aug 26.
 Completion of fitting sea connections 23-7-26 Stern tube 10-6-26 Screw shaft and propeller 23-7-26
 Main boiler safety valves adjusted 24-8-26 Thickness of adjusting washers P $\frac{3}{8}$ " S $\frac{3}{8}$ " P $\frac{23}{64}$ " S $\frac{1}{32}$ "
 Material of Crank shaft S Identification Mark on Do. LLOYDS WGM 6576. 894. 893
 Material of Thrust shaft S Identification Mark on Do. LLOYDS WGM. 890
 Material of Tunnel shafts S Identification Marks on Do. LLOYDS WGM 888. 889 6590/1/2/3, 6599.
 Material of Screw shafts S Identification Marks on Do. LLOYDS WGM. 889
 Material of Steam Pipes S Test pressure 540 Date of Test 11-8-26
 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. These Engines & Boilers have been built under Special Survey in accordance with the approved plans & the workmanship & material are of good quality. They have now been securely fitted on board, tried under steam & found satisfactory. The Machinery is eligible in my opinion for the record of L.M.C 8-26

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 8.26. F.D. CL.

The amount of Entry Fee ... £ 5 : 0 :
 Special ... £ 92 : 7 :
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ :
 When applied for, 1st Sept. 1926
 When received, 8-9-26

Committee's Minute GLASGOW 7-SEP 1926

Assigned + L.M.C. 8,26. F.D.
 CERTIFICATE WRITTEN

J. D. Avey
 W. Gordon-Mitchell
 Engineer Surveyor to Lloyd's Register of Shipping.