

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 21-10-1927 When handed in at Local Office 22-10-1927 Port of Aberdeen
 No. in Survey held at Aberdeen Date, First Survey 21-1-27 Last Survey 15-10-1927
 Reg. Book. on the S.S. "BURSTOW." (Number of Visits 32.)
 Built at Aberdeen By whom built J. Lewis & Sons Ltd. Yard No. 104 Tons { Gross 927.08.
 Engines made at Aberdeen By whom made J. Lewis & Sons Ltd. Engine No. 185 when made 1927 Net 492.89
 Boilers made at Aberdeen By whom made J. Lewis & Sons Ltd. Boilers Nos 148-9 when made 1927
 Registered Horse Power Owners E. J. Lindley Port belonging to London
 Nom. Horse Power as per Rule 140 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted no

ENGINES, &c.—Description of Engines

Triple expansion

Dia. of Cylinders 15 $\frac{3}{4}$ x 27 x 44 $\frac{1}{2}$ Length of Stroke 30 Revs. per minute 94 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 8.63 as fitted 8 $\frac{3}{4}$ Dia. of Crank pin 8 $\frac{3}{4}$ Crank webs Mid. length breadth 12 $\frac{1}{2}$ If shrunk Thickness parallel to axis 6 $\frac{1}{2}$
 Diameter of Thrust shaft under collars as per rule 8.63 as fitted 8 $\frac{3}{4}$ Diameter of Tunnel shaft as per rule 8.22 as fitted — Diameter of Screw shaft as per rule 9.18 as fitted 9 $\frac{1}{2}$ 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 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated no Length of Stern Bush 38 Diameter of Propeller 11-6
 Pitch of Propeller 13-3 No. of Blades 4 State whether Moveable no Total Surface 49 square feet.
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3 Stroke 16 $\frac{1}{2}$ Can one be overhauled while the other is at work yes
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 3 Stroke 16 $\frac{1}{2}$ Can one be overhauled while the other is at work yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps Two, one 5 x 3 $\frac{1}{2}$ x 6 duplex feed, & 1 @ 7 x 7 x 8 duplex bilge.
 No. and size of Pumps connected to the Main Bilge Line One 7 x 7 x 8 duplex
 No. and size of Ballast Pumps One 7 x 7 x 8 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 2 @ 2 $\frac{1}{4}$ and in Holds, &c. 2 @ 3", one port & one starboard.

No. and size of Main Water Circulating Pump Bilge Suctions One 4" No. and size of Donkey Pump Direct Suctions —
 to the Engine Room Bilges One 3" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes where practicable.
 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 hold suction How are they protected Below ceiling
 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 — Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2378 $\frac{258}{2}$ Working Pressure 200 lb.
 Is Forced Draft fitted no No. and Description of Boilers 2 S.E. Main

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yesIS A DONKEY BOILER FITTED? noIf so, is a report now forwarded? —

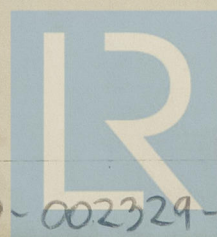
PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)

General Pumping Arrangements yes Oil Fuel Burning Piping Arrangements none

SPARE GEAR. State the articles supplied:— all as per Rule requirements, & in addition, two safety valve springs, 1 pair of bolts for eccentric straps, 1 set of air pump valves, 1 set of circulating pump valves, $\frac{1}{2}$ set of fire bars, 6 plain boiler tubes, 6 condenser tubes, 24 ferrules, 1 propeller, 1 escape valve spring for each size fitted.

The foregoing is a correct description,
 FOR JOHN LEWIS & SONS, LTD.,

Manufacturers.



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Lloyd's Register
Foundation

002320-002329-0133

1927.
Jan. 21. Feb. 8. 18. Mch. 8. 9. 17. 19. May. 9. 16. 17. June. 1. 6. 21. July 5. 14. Aug. 8. 15. 26.
During progress of work in shops - - Sept. 2. 7. 9. 12.
Dates of Survey while building
During erection on board vessel - - - Sept. 14. 21. 24. 29. 30. Oct. 5. 7. 10. 13. 15.
Total No. of visits 32.

Dates of Examination of principal parts - Cylinders 9-5-27. Slides 16-5-27.
Covers 9-5-27. Pistons 16-5-27. Rods 17-5-27.
Connecting rods 17-5-27. Crank shaft 12-5-27. Thrust shaft 7-9-27.
Tunnel shafts ✓ Screw shaft 7-9-27. Propeller 7-9-27.
Stern tube 7-9-27. Engine and boiler seatings 14-9-27. Engines holding down bolts 21-9-27.
Completion of pumping arrangements 13-10-27. Boilers fixed 21-9-27. Engines tried under steam 13-10-27.
Completion of fitting sea connections 14-9-27. Stern tube 14-9-27. Screw shaft and propeller 14-9-27.
Main boiler safety valves adjusted 7-10-27. Thickness of adjusting washers P.P. $\frac{3}{8}$ B. S $\frac{3}{8}$ B. S P $\frac{3}{8}$ B. S $\frac{3}{8}$ F.
Material of Crank shaft Steel. Identification Mark on Do. Lloyd's No. 1128. H.Y.B. 12-5-27.
Material of Thrust shaft Steel. Identification Mark on Do. Lloyd's No. 1105. P.F. 7-9-27.
Material of Tunnel shafts None. Identification Marks on Do. ✓
Material of Screw shafts Iron. Identification Marks on Do. Lloyd's No. 1113 P.F. 7-9-27.
Material of Steam Pipes S.D. Copper. 3 1/2 dia. ✓ Test pressure 400 lbs per sq. in. ✓ Date of Test 30-9-27.
Is an installation fitted for burning oil fuel m ✓ 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 Engines similar to S.S. HORLE
General Remarks (State quality of workmanship, opinions as to class, &c.) (Minor differences in boilers.)

The machinery of this vessel has been constructed under Special Survey in accordance with the approved plans & the Rules of this Society. The materials & workmanship are good. The machinery has been efficiently installed on board the vessel, tried under working conditions, & found good.
The machinery is eligible in my opinion to have the record - LMC 10.27. C.L. in the Register Book.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 10.27. CL.

The amount of Entry Fee ... £ 3 : 0 : 0 When applied for,
Special ... £ 35 : 0 : 0 19
Donkey Boiler Fee ... £ : : :
Travelling Expenses (if any) £ : : : 16.12.27

Committee's Minute

Assigned

FRI. 28 OCT 1927

+ H.A.C. 10.27
Ch.

CERTIFICATE WRITTEN

P. Fitzgerald.

Engineer Surveyor to Lloyd's Register of Shipping.



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