

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

25 FEB 1930

Date of writing Report *14.2.30* When handed in at Local Office *14 Feb 1930* Port of *HULL*
 No. in Survey held at *Goole* Date, First Survey *21 Aug 28* Last Survey *14 Feb 1930*
 Reg. Book. *41808* on the *Line S.S. "PORTAVON"* Tons { Gross *671.30*
 Net *326.40*
 Built at *Goole* By whom built *Goole S.B. & R. Co. Ltd* Yard No. *265* When built *1930*
 Engines made at *Southampton* By whom made *W. & A. Summers & Co. Ltd* Engine No. *366* when made
 Boilers made at *Newcastle* By whom made *Palmer S.B. & S. Co.* Boiler No. *1050* when made
 Registered Horse Power *97 96* Owners *Portfield Steamship Co. Ltd* Port belonging to *Cardiff*
 Nom. Horse Power as per Rule *97 96* Is Refrigerating Machinery fitted for cargo purposes *no* Is Electric Light fitted *no*
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines *Triple Expansion* Revs. per minute
 Dia. of Cylinders *34" 22" 37"* Length of Stroke *27"* No. of Cylinders *3* No. of Cranks
 Crank shaft, dia. of journals *as per Rule* Crank pin dia. *6.8"* Crank webs *Mid. length breadth* Thickness parallel to axis
 Intermediate Shafts, diameter *as per Rule* Thrust shaft, diameter at collars *as per Rule* *7.14"*
 Tube Shafts, diameter *as fitted* Screw Shaft, diameter *as fitted* *8"* Is the { tube } shaft fitted with a continuous liner { *yes* }
 Bronze Liners, thickness in way of bushes *as per Rule* Thickness between bushes *as per Rule* *3/4"* 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
 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 Length of Bearing in Stern Bush next to and supporting propeller *32"*
 Propeller, dia. *10'-0"* Pitch *10'-3"* No. of Blades *4* Material *st* whether Moveable *no* Total Developed Surface *32* sq. feet
 Feed Pumps worked from the Main Engines, No. *2* Diameter *2 3/4"* Stroke *12"* Can one be overhauled while the other is at work *yes*
 Bilge Pumps worked from the Main Engines, No. *2* Diameter *2 3/4"* Stroke *12"* Can one be overhauled while the other is at work *yes*
 Feed Pumps { No. and size *one 8" x 4 1/2" x 8"* Pumps connected to the { No. and size *one 6" x 4" x 6"*
 How driven *Steam* Main Bilge Line { How driven *Steam*
 Ballast Pumps, No. and size *one 6" x 4" x 6"* Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler
 Bilge Pumps;—In Engine and Boiler Room *2 @ 2 1/2" in E.R.V.* *2 @ 2 1/2" in Stokehold*
 In Holds, &c. *one 3" 5" for peak* *one 3" 5" aft peak* *2 @ 2 1/4" 5" for*

Main Water Circulating Pump Direct Bilge Suctions, No. and size *one 3 1/2"* Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size *one 2 3/4"* 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 *Forward Suctions* How are they protected *Wood casing*
 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 *1760 sq. feet*
 Is Forced Draft fitted *no* No. and Description of Boilers *one single ended* Working Pressure *180 lbs. 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 *yes* 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:—*Two bolts & nuts for top ends, bottom ends & main*
bearing. Set of coupling bolts & nuts. Spare valves for air, fuel and
bilge pumps. Spare donkey check valves. Spare valves for donkey
pumps. Bolts & nuts of various sizes.

The foregoing is a correct description,

Manufacturer.



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Foundation

002442-002448-0200

During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - - 1928. Aug 21. 24. Sept 27. 1929. May 16. 1930. Jan 14. 28. 30. 31. Feb 3. 10. 14.
Total No. of visits 17.

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft 21. 6. 28 Intermediate shafts
Tube shaft ✓ Screw shaft 24. 8. 28 Propeller 14. 1. 30
Stern tube 21. 8. 28 Engine and boiler seatings 28. 1. 30 Engines holding down bolts 28. 1. 30
Completion of fitting sea connections 14. 1. 30.
Completion of pumping arrangements 10. 2. 30 Boilers fixed 28. 1. 30 Engines tried under steam 10. 2. 30
Main boiler safety valves adjusted 10. 2. 30. Thickness of adjusting washers 5 1/8
Crank shaft material Identification Mark Thrust shaft material Identification Mark
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material Identification Mark Steam Pipes, material Test pressure 360 lbs. Date of Test 30. 1. 30.
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 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.)

For particulars of this engine, please see attached report, Southampton 10659.

These engines opened up & examined. Cylinders, pistons & slides & crank shaft, & all working parts cleaned, placed in good order & refitted.

The engine now satisfactorily fitted on board, tried under working conditions & found in good order. It is eligible in my opinion to have record of + L.M.C. 2.30. C.L.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 2.30 C.L.

Date of Build 1930

28/2/30

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

Charges for Survey £11. 17. 0
Engine 8. 0. 0

The amount of Entry Fee ... £	:	:	When applied for,
Special 1/5th for Hull 1/2	6	8	14 Feb 1930.
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	1	11	13. 3. 1930

John Shacknidy

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 4 MAR 1930

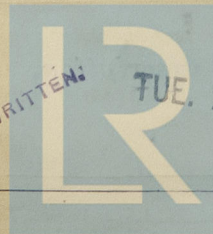
Committee's Minute

FRI. 28 FEB. 1930.

Assigned

+ L.M.C. 2.30. C.L.

CERTIFICATE WRITTEN:



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TUE. 11 MAR 1930

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