

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

1 FEB 1930

Date of writing Report

19

When handed in at Local Office

31.1.1930 Port of

NEWCASTLE-ON-TYNE

No. in Survey held at
Reg. Book.

South Shields

Date, First Survey

28 May 1929

Last Survey

18 Jan 1930

(Number of Visits

54

Gross

5884

Net

8708

Built at

South Shields

By whom built

John Readhead Sons Ltd.

Yard No. 499

When built

1930

Engines made at

South Shields

By whom made

John Readhead Sons Ltd.

Engine No. 499

when made

1930

Boilers made at

South Shields

By whom made

John Readhead Sons Ltd.

Boiler No. 499

when made

1930

Registered Horse Power

Owners

Strick Line (1923) Ltd.

Port belonging to

London

Nom. Horse Power as per Rule

787 combined

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Ocean Going: General cargo.

ENGINES, &c.—Description of Engines Triple expansion, surface condensing, Bauer-Wach Turbine Revs. per minute 80

Dia. of Cylinders

28" x 46" x 78"

Length of Stroke

5'1"

No. of Cylinders

Three

No. of Cranks

Three

Crank shaft, dia. of journals

as per Rule 5.325"

Crank pin dia.

15 3/8"

Crank webs

Mid. length breadth 22"

Mid. length thickness 9 3/4"

Thickness parallel to axis 9 3/4"

Thickness around eye-hole 6 7/8"

Intermediate Shafts, diameter

as per Rule 14 1/4"

as fitted 14 1/4" app. See London letter 26/11/28

Thrust shaft, diameter at collars

as per Rule 15.513"

as fitted 397 m/m

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule 16.294"

as fitted 16 1/2"

Is the screw shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 0.798"

as fitted 13/16"

Thickness between bushes

as per Rule 0.599"

as fitted 13/16"

Is the after end of the liner made watertight in the

propeller boss I.R. Ring fitted 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

No

Length of Bearing in Stern Bush next to and supporting propeller

5'-6"

Propeller, dia.

18'-3"

Pitch

18'-6"

No. of Blades

Four

Material

Bronze

whether Moveable

Solid

Total Developed Surface

106 sq. feet

Feed Pumps worked from the Main Engines, No.

Two

Diameter

5"

Stroke

27"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

Two

Diameter

4 1/2"

Stroke

27"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size 1 pair Weirs D.A. 9" x 12" x 24"

How driven 1 Duplex G. S. 7 1/2" x 5" x 6"

Pumps connected to the

Main Bilge Line

No. and size 1 Ballast Pump

How driven 1 Steam Driven

Ballast Pumps, No. and size

1 Duplex 10" x 11 1/2" x 10"

Lubricating Oil Pumps, including Spare Pump, No. and size

2 Weirs D.A. 9" x 8" x 18"

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

Three - 2 1/4"

To Transfer Pump - One - 2 1/2"

In Holds, &c.

N^o 1 Hold. Two 3"N^o 2 Hold. Two 3 1/4"N^o 3 Hold. Two 3"N^o 4 Hold. Two 3"

Deep Tank. Two 2 1/2"

Tunnel Hat. One 2"

Tunnel Well. One 2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size

One 12"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

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 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

Both

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 Bilge Suctions from N^o 1 & 2 Holds

How are they protected

Wood Casings

What pipes pass through the deep tanks Bilge Suctions from N^o 3 & 4 Holds

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

Top Platform

MAIN BOILERS, &c.—(Letter for record Y)

Total Heating Surface of Boilers

9756 sq. feet

Is Forced Draft fitted

Yes

No. and Description of Boilers

Three S.E. Multitubular

Working Pressure

210 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

No

PLANS.

Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

Superheaters

Yes

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR.

State the articles supplied:—

2 bolts each for top & bottom ends & main bearings. 1 set Coupling

Bolts. 1 set valves for air feed, bilge & each auxiliary pump. 1 circulating pump impeller

& shaft. 1 propeller shaft & propeller. 1 pair brasses for top & bottom ends & main bearings.

1 eccentric strap. 1 Air pump bucket & rod. 1 H.P. piston valve. 1 L.P. valve spindle.

1 Boiler check valve. 2 dozen plain boiler tubes. 50 condensers tubes. 1 set safety

valve springs. 1 bucket & rod for each auxiliary pump. 1 sheet Muntz metal.

50 assorted nuts & bolts. Bars of Iron (assorted.)

The JOHN READHEAD & SONS LTD.

J. H. Readhead

Manufacturer.



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Lloyd's Register
Foundation

003487-003494-0202

Dates of Examination of principal parts—Cylinders July 10-18-26 A.S. S. 19 Slides Sept. 30. Oct. 28 Covers Sept. 13.
Pistons Sept. 13. Piston Rods July 3. Sept. 13-30. Nov. 18 Connecting rods July 3. Sept. 13-30. N
Crank shaft Sept. 19-30 Thrust shaft See Turbine Report Intermediate shafts Sept. 19. Oct. 10
Tube shaft — Screw shaft Sept. 24. Nov. 1-11-20 Dec. 13-20 Propeller Dec. 13
Stern tube Nov. 19-25 Engine and boiler seatings Dec. 6 Engines holding down bolts Dec. 16.
Completion of fitting sea connections November 25.
Completion of pumping arrangements January 14. Boilers fixed Dec. 2 Engines tried under steam Sea Jan
Main boiler safety valves adjusted January 10 Thickness of adjusting washers P. 7/16" 5/16" 7/16" 7/16".
Crank shaft material S.M.I. STEEL Identification Mark K. 10-9-29 Thrust shaft material Report. Identification Mark
Intermediate shafts, material S.M.I. STEEL Identification Marks 191-2-3-4-5-6 3-9-29 Tube shaft, material — Identification Mark
Screw shaft, material S.M.I. STEEL Identification Mark 4 4-9-29 Steam Pipes, material STEEL Test pressure 630 lbs. Date of Test Dec
Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes
Have the requirements of the Rules for carrying and burning oil fuel been complied with Yes
Is this machinery duplicate of a previous case Yes If so, state name of vessel SS. "GORJISTAN".

Is this machinery duplicate of a previous case

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been constructed under Special Survey in accordance with rule requirements and approved plans. The materials & workmanship are good. The machinery was satisfactorily tested during mooring & sea trials & in my opinion eligible for classification with record + L.M.C. 1-30.

10/2/30

Engineer Surveyor to Lloyd's Register of Ships

Assigned

+ Lmb. 1.30 7D, CL
Fitted for oil fuel 1.30 7L above

CERTIFICATE WRITTEN:

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