

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

3 SEP 1930

Date of writing Report

1. 9. 30

When handed in at Local Office

2. Sept. 30

Port of

Hull.

No. in Survey held at

Hull &amp; Goole.

Date, First Survey

6 Nov/29

Last Survey

29 Aug 1930

Reg. Book.

97433 on the Steamer S.S. "SANFRY"

(Number of Visits 35)

Tons

Gross 945.81

Net

471.40

Built at

Goole

By whom built

Goole S.B. &amp; R.C. Ltd

Yard No. 290

When built 1930

Engines made at

Hull

By whom made

Earle's S.B. &amp; R.C. Ltd

Engine No. A. 277

when made 1930

Boilers made at

Hull

By whom made

do

Boiler No. A. 277

when made 1930

Registered Horse Power

148

Owners

James Hargreaves &amp; Sons (Leeds) Ltd Port belonging to

Goole

m. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

ade for which Vessel is intended

Foreign

GINES, &amp;c.—Description of Engines

Triple Expansion

Revs. per minute

a. of Cylinders

17" 28" 46"

Length of Stroke

33"

No. of Cylinders

3

No. of Cranks

3

ank shaft, dia. of journals

as per Rule

9"

Crank pin dia.

9 1/4"

Crank webs

Mid. length breadth

18"

shrink

Thickness parallel to axis

6"

as fitted

9 1/4"

as per Rule

8.56

Mid. length thickness

6"

shrink

Thickness around eye-hole

4 3/8"

mediate Shafts, diameter

as per Rule

as fitted

as per Rule

as fitted

Thrust shaft, diameter at collars

as per Rule

as fitted

9 1/4"

e Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

10.03

11"

Is the

tube

screw

shaft fitted with a continuous liner

No

ize Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per Rule

as fitted

Is the after end of the liner made watertight in the

eller 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

e 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

wo 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

Yes

If so, state type

Cedarwal

Length of Bearing in Stern Bush next to and supporting propeller

3' - 10"

peller, dia.

12' - 3"

Pitch

13' - 0"

No. of Blades

4

Material

CS

whether Moveable

No

Total Developed Surface

44 sq. feet

d Pumps worked from the Main Engines, No.

Two

Diameter

2 3/4"

Stroke

20"

Can one be overhauled while the other is at work

Yes

ge Pumps worked from the Main Engines, No.

Two

Diameter

2 3/4"

Stroke

20"

Can one be overhauled while the other is at work

Yes

ed

No. and size

One 6' x 4 1/2' x 6'

Pumps connected to the

No. and size

One 8' x 8' x 8'

How driven

Steam

Main Bilge Line

How driven

Steam

last Pumps, No. and size

One 8' x 8' x 8'

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

two independent means arranged for circulating water through the

Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

e Pumps;—In Engine and Boiler Room

One 2 1/2" E.R.

Two 2 1/2" Stroke

Holds, &amp;c.

2 @ 3"

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

One 4 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

and size

One 3"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

Yes

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

all Sea Connections fitted direct on the skin of the ship

Yes

Are they fitted with Valves or Cocks

Both

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

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

at Pipes pass through the bunkers

Forward Suctions

How are they protected

Wood casings

at pipes pass through the deep tanks

Have they been tested as per Rule

Yes

e all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Yes

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

partment to another

Yes

Is the Shaft Tunnel watertight

None

Is it fitted with a watertight door

Yes

worked from

MAIN BOILERS, &amp;c.—(Letter for record

S.)

Total Heating Surface of Boilers

2500 sq

Forced Draft fitted

No

No. and Description of Boilers

Two Single ended

Working Pressure 180 lbs sq

A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Yes

ANS. Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

(If not state date of approval)

perheaters

Yes

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

PARE GEAR. State the articles supplied:—

Two bolts &amp; nuts for top ends, bottom ends &amp;

main bearings. Set of coupling bolts &amp; nuts. Spare valves for air,

ventilating, feed, Bilge and donkey pumps. Main and donkey

check valves. Safety valve spring. 3 Condenser tubes. 3 Boiler tubes.

6 pump ring studs. 6 Stay nuts. One propeller. Bolts and

iron of various sizes.

The foregoing is a correct description,  
SHIPBUILDING & ENGINEERING CO. LIMITED.

G.H. Stammers

Manufacturer.

MANAGER

004603-004611-0085

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Lloyd's Register  
Foundation



1929. Nov 6. 19. 30 Dec 6. 12. 18. 1930. Jan 20. 24. Feb 8. 13. 14. 20. Mar 5. 22. 31. Apr 3. 8. 12. 17. 26. 30. May 5. July 16. 24. Aug 1. 8. 11. 12. 13. 14. 15.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits 35.

Dates of Examination of principal parts—Cylinders 22. 3. 30 Slides 17. 4. 30 Covers 22. 3. 30

Pistons 17. 4. 30 Piston Rods 17. 4. 30 Connecting rods 17. 4. 30

Crank shaft 22. 3. 30 Thrust shaft 5. 3. 30 Intermediate shafts ✓

Tube shaft ✓ Screw shaft 5. 3. 30 Propeller 8. 3. 30

Stern tube 5. 3. 30 Engine and boiler seatings 8. 8. 30 Engines holding down bolts 8. 8. 30

Completion of fitting sea connections 24. 7. 30

Completion of pumping arrangements 15. 8. 30 Boilers fixed 8. 8. 30 Engines tried under steam 15. 8. 30

Main boiler safety valves adjusted 15. 8. 30 Thickness of adjusting washers 5/16 5/16 3/8 3/8

Crank shaft material Steel Identification Mark LLOYDS 515 Thrust shaft material Steel Identification Mark LLOYD

Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Steel Identification Mark LLOYDS 515 Steam Pipes, material S.D. Steel Test pressure 540 Date of Test 12.

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 the use of oil as fuel been complied with ✓

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ✓ If so, have the requirements of the Rules 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.) The machinery of this vessel has been built under Special Survey & the materials & workmanship are good & sound. It has been 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. 8.30 O.G.

It is submitted that this vessel is eligible for THE RECORD + L.M.C. 8.30 O.G.

J.D.A. 4/9/30

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

The amount of Entry Fee ... £ 3 : 0 : 0 When applied for, 23 Sept 1930

Special ... £ 37 : 0 : 0

Donkey Boiler Fee ... £ : : : When received, 24.9.30

Travelling Expenses (if any) £ : : :

W. H. W. a g g o l l  
for J. H. Mackendy  
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute TUE. 23 SEP 1930

Assigned + L.M.C. 8.30

CERTIFICATE WRITTEN.