

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

18 SEP 1929

17 SEP. 1929

Date of writing Report

When handed in at Local Office

Port of *Sundaland*

No. in Survey held at *Sundaland*

Date, First Survey *9th May '29* Last Survey *16th Sept 1929*

Reg. Book.

(Number of Visits *35*)

on the *S.S. "GLAISDALE"*

Tons } Gross *3777*
Net *2282*

Built at *Sundaland* By whom built *Mr James Lamb & Sons Ltd*

Yard No. *707*

When built *1929*

Engines made at *Do*

By whom made *George Clark Ltd.*

Engine No. *1173*

when made *1929*

Boilers made at *Do*

By whom made *Do*

Boiler No. *1173*

when made *1929*

Registered Horse Power

Owners *Headlam & Sons Ltd.* Port belonging to *Whitby*

Nom. Horse Power as per Rule *341*

Is Refrigerating Machinery fitted for cargo purposes *No*

Is Electric Light fitted *Yes*

Trade for which Vessel is intended *General*

ENGINES, &c.—Description of Engines

Triple expansion.

Revs. per minute *65*

Dia. of Cylinders *25" 42" 68"* Length of Stroke *45"* No. of Cylinders *3* No. of Cranks *3*

Crank shaft, dia. of journals as per Rule *12.898* as fitted *13 3/8* Crank pin dia. *13 3/8* Crank webs Mid. length breadth *20"* Mid. length thickness *8 3/8* Thickness parallel to axis *8 3/8* Thickness around eye-hole *5 3/4*

Intermediate Shafts, diameter as per Rule *12.284* as fitted *12 3/8* Thrust shaft, diameter at collars as per Rule *12.898* as fitted *13 3/8*

Tube Shafts, diameter as per Rule *13.725* as fitted *14 1/4* Screw Shaft, diameter as per Rule *12.97* as fitted *13 1/4* Is the tube shaft fitted with a continuous liner *Yes*

Bronze Liners, thickness in way of bushes as per Rule *5/4* as fitted *5/4* Thickness between bushes as per Rule *3 1/4* as fitted *3 1/4* 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 *No*

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 *No*

If two liners are fitted, is the shaft lapped or protected between the liners *No* Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft *No*

Propeller, dia. *17-3"* Pitch *17-3"* No. of Blades *4* Material *Alloy* whether Movable *No* Total Developed Surface *98* sq. feet

Feed Pumps worked from the Main Engines, No. *2* Diameter *3 1/2"* Stroke *26"* Can one be overhauled while the other is at work *Yes*

Bilge Pumps worked from the Main Engines, No. *2* Diameter *3 1/2"* Stroke *26"* Can one be overhauled while the other is at work *Yes*

Feed Pumps No. and size *1 @ 7 1/2" x 5" x 6"* How driven *Hand* Pumps connected to the Main Bilge Line No. and size *One @ 9" x 10" x 10"* How driven *Hand*

Ballast Pumps, No. and size *1 @ 9" x 10" x 10"* Lubricating Oil Pumps, including Spare Pump, No. and size *None*

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 *3 @ 3" & 1 @ 2 1/2" Tunnel Well*

In Holds, &c. *2 @ 3" No 1, 2 @ 3 1/2" No 2, 2 @ 3" No 3 & 2 @ 3" No 4*

Main Water Circulating Pump Direct Bilge Suctions, No. and size *1 @ 4 1/2"* Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *1 @ 4 1/2"*

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 *None* How are they protected *No*

What pipes pass through the deep tanks *None* Have they been tested as per Rule *No*

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 *Up platform*

MAIN BOILERS, &c.—(Letter for record *S*) Total Heating Surface of Boilers *5304 sq. ft.*

Is Forced Draft fitted *No* No. and Description of Boilers *2 S.E. type* 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? *No*

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—*2 connecting Rod top end & 2 connecting rod both end both & nuts 2 main beam bolts 1 set coupling bolts 1 set of feed & bilge pump valves a quantity of united bolts & nuts & iron of various sizes 1 C.I. Piston 1 Piston shaft 2 feed pump & 2 bilge pump valves 1 main & 1 aux check valve, 3 safety valve springs 31 check valves, 7 boiler tubes,*

The foregoing is a correct description,

FOR GEORGE CLARK LIMITED

W.B. Bruce

Manufacturer.



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Lloyd's Register Foundation

1929. May. 9. 13. 14. 27. 29. June. 3. 4. 13. 17. 19. 21. July. 4. 5. 8. 15. 17. 19. 22. 25. 30. Aug. 1. 7. 9.
 During progress of work in shops - - 13. 14. 15. 16. 22. 28. Sep. 5. 6. 10. 11. 12. 16.
 Dates of Survey while building } During erection on board vessel - - - }
 Total No. of visits 35

Dates of Examination of principal parts—Cylinders 19/6/29 3/6/29 Slides 14/5/29 Covers 3/6/29
 Pistons 13/5/29 Piston Rods 27/5/29 Connecting rods 4/6/29
 Crank shaft 21/6/29 Thrust shaft 21/6/29 Intermediate shafts 5/7/29
 Tube shaft Screw shaft 17/7/29 Propeller 4/7/29
 Stern tube 19/7/29 Engine and boiler seatings 7/8/29 Engines holding down bolts 15/8/29
 Completion of fitting sea connections 30/7/29
 Completion of pumping arrangements 5/9/29 Boilers fixed 28/8/29 Engines tried under steam 28/8/29
 Main boiler safety valves adjusted 28/8/29 Thickness of adjusting washers PORT 5/16 STB 5/16
 Crank shaft material J. STEEL Identification Mark 2118 Thrust shaft material J. STEEL Identification Mark 947
 Intermediate shafts, material J. STEEL Identification Marks 6582, 2273, 2257 Tube shaft, material Identification Mark
 Screw shaft, material J. STEEL Identification Mark 5392 W 2265 S Steam Pipes, material L. W. STEEL Test pressure 540 Date of Test 1/8/29
 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. The engines & boilers of this vessel have been built under special survey & the materials & workmanship are good. On completion the machinery was tried under a full head of steam with satisfactory results. The machinery throughout is now in a good & efficient condition & eligible in my opinion to have the notation ~~LL~~ L.M.C.-9-29 & T.S.C.L marked in the Society's Register Book.

Certificate to be sent to SUNDERLAND

The amount of Entry Fee ... £ 5-0-0 When applied for, 17 SEP 1929
 Special ... £ 76-3-0
 Donkey Boiler Fee ... £ : : When received, 20-9-29
 Travelling Expenses (if any) £ : :
 FRL 20 SEP 1929

Shaw
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + L.A.O. 9.29
 CERTIFICATE WRITTEN

