

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 19 NOV 1929

Date of writing Report 15. 11. 29 When handed in at Local Office 15. 11. 29 Port of MIDDLESBROUGH.

No. in Survey held at SOUTH BANK. Date, First Survey 9th Repts Last Survey 13. 11. 1929
Reg. Book. on the S.S. "GLANTON" (Number of Visits 18)

Built at South Bank By whom built Smiths Dock Co. Ltd. Yard No. 888. Tons } Gross 2822
Engines made at do. By whom made do. Engine No. 328 When built 1929
Boilers made at Hantlepool By whom made Richardson Westgarth & Co. Boiler No. D. 192. when made 1929.
Registered Horse Power Owners Sharp S.S. Co. Ltd. Port belonging to Newcastle

Nom. Horse Power as per Rule 266. ✓ Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Ye.

Trade for which Vessel is intended Collier.

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 73.

Dia. of Cylinders 21" 35" 57½" Length of Stroke 42" No. of Cylinders 3. 18½" No. of Cranks 3.

Crank shaft, dia. of journals as per Rule 11.23" Crank pin dia. 11½" Crank webs Mid. length breadth 7½" shrunk Thickness parallel to axis 7½" ✓
as fitted 11½" Mid. length thickness 7½" Thickness around eye-hole 5" ✓

Intermediate Shafts, diameter as per Rule 10.7" Thrust shaft, diameter at collars as per Rule 11.23" ✓
as fitted 10¾" as fitted 11½"

Tube Shafts, diameter as per Rule 12.03" Is the tube } shaft fitted with a continuous liner } Ye.
as fitted 12½" as fitted 12½" Is the screw }

Bronze Liners, thickness in way of bushes as per Rule 32" Thickness between bushes as per Rule 17" Is the after end of the liner made watertight in the propeller boss Ye. ✓
as fitted 4½" as fitted 16" as fitted 32"

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 If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 4'-11½" ✓

Propeller, dia. 16'-0" Pitch 15'-2" No. of Blades 4 Material C.I. whether Moveable no Total Developed Surface 77. sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3¼" Stroke 22" Can one be overhauled while the other is at work Ye. ✓

Bilge Pumps worked from the Main Engines, No. 2 Diameter 3¼" Stroke 22" Can one be overhauled while the other is at work Ye. ✓

Feed Pumps { No. and size 2 - 6" x 4¼" x 6" Duplex Pumps connected to the { No. and size 1 - 10" x 11" x 10" Duplex
How driven Steam Main Bilge Line How driven Steam

Ballast Pumps, No. and size 1 - 10" x 11" x 10" Duplex Lubricating Oil Pumps, including Spare Pump, No. and size ✓

Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 3 - 2½" & 1 - 2¼" in Tunnel well

In Holds, &c. 2 - 2½" in each Nos. 1, 2, 3 & 4 holds.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 - 4" ✓

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

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 Ye. ✓

Are all Sea Connections fitted direct on the skin of the ship Ye. ✓ 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 Ye. ✓ Are the Overboard Discharges above or below the deep water line Above Ye. ✓

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Ye. ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate Ye. ✓

What Pipes pass through the bunkers none ✓ How are they protected ✓

What pipes pass through the deep tanks ✓ Have they been tested as per Rule Ye. ✓

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Ye. ✓

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 Ye. ✓ Is the Shaft Tunnel watertight Ye. ✓ Is it fitted with a watertight door Ye. ✓ worked from E.R. Cyl. platform

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 4554 ft. ✓

Is Forced Draft fitted no. No. and Description of Boilers 2 S.B. Working Pressure 180 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Ye. ✓

IS A DONKEY BOILER FITTED? no. ✓ If so, is a report now forwarded? ✓

PLANS. Are approved plans forwarded herewith for Shafting ✓ Main Boilers 26.2.29 Auxiliary Boilers ✓ Donkey Boilers ✓
(If not state date of approval)

Superheaters ✓ General Pumping Arrangements 13. 7. 29. Oil fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied:— As per Rules + 1 C.I. Propeller, 10ct air pump valve, 1 main check valve, 1 auxiliary check valve, 12 link ring bolts, ½ set donkey pump valves, ½ set ballast pump valves, quantity boiler & condenser tubes, fuelbars, gauge glasses & washers.

The foregoing is a correct description,
FOR SMITH'S DOCK COMPANY, LTD.

n. D. Stens
Engine Works Manager

Manufacturer.



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Foundation

Dates of Survey while building
During progress of work in shops -- 1929: Sept 9. 16. 20. 26 Oct 4. 16
During erection on board vessel -- Oct 21. 22. 28. 30 Nov 1. 4. 5. 8. 13
Total No. of visits 15

Dates of Examination of principal parts—Cylinders 16. 9. 29. Slides 16. 9. 29 Covers 4. 10. 29
Pistons 4. 10. 29 Piston Rods 4. 10. 29 Connecting rods 4. 10. 29
Crank shaft 16. 9. 29 Thrust shaft 16. 9. 29 Intermediate shafts 16. 9. 29
Tube shaft ✓ Screw shaft 16. 9. 29 Propeller 4. 10. 29
Stern tube 4. 10. 29 Engine and boiler seatings 30. 10. 29 Engines holding down bolts 5. 11. 29
Completion of fitting sea connections 17. 10. 29.

Completion of pumping arrangements 13. 11. 29. Boilers fixed 5. 11. 29 Engines tried under steam 13. 11. 29.
Main boiler safety valves adjusted 8. 11. 29. Thickness of adjusting washers Port $\frac{11}{32}$ p. $\frac{3}{8}$ s. Star. $\frac{5}{16}$ p. $\frac{9}{32}$ s.

Crank shaft material Steel Identification Mark J.H. 24. 7. 29 Thrust shaft material Steel Identification Mark LLOYDS No 288 J.H. 24. 7. 29
Intermediate shafts, material Steel Identification Marks LLOYDS No 291 J.H. 24. 7. 29 Tube shaft, material ✓ Identification Mark LLOYDS No 289 J.H. 24. 7. 29
Screw shaft, material Steel Identification Mark LLOYDS No 290 J.H. 24. 7. 29 Steam Pipes, material Copper Test pressure 360 lbs. Date of Test 28. 10. 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 the use of oil as fuel been complied with ✓

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo no If so, have the requirements of the Rules been complied with ✓

Is this machinery duplicate of a previous case 46. If so, state name of vessel Roydon (Mab. Rpt No 1352T).

General Remarks (State quality of workmanship, opinions as to class, &c.)

The materials and workmanship are good.
This machinery has been built under special survey in accordance with the Rules and Approved Plans, securely fitted aboard and tested with satisfactory results under working conditions and is, in my opinion, suitable for classification with record + L.M.C. 11, 29.

It is submitted that this vessel is eligible for the RECORD. + L.M.C. 11. 29. CL.

P. J. Mann
20/11/29

The amount of Entry Fee ... £ 4-0-0
Special 3/4th ... £ 38-18-0
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ :
When applied for, 18 Nov 1929
When received, 23. 11. 29

Committee's Minute

Assigned

TUE. 26 NOV 1929

+ L.M.C. 11. 29

P. J. Mann

Engineer Surveyor to Lloyd's Register of Shipping.



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