

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

3 MAY 1928

Date of writing Report 2. 5. 1928 When handed in at Local Office 2. 5. 1928 Port of MIDDLESBROUGH.
 No. in Survey held at STOCKTON Date, First Survey 24. 2. 1927 Last Survey 28. 4. 1928
 Reg. Book. 4654 on the se. "LLANDILO" (Number of Visits 35)
 Built at Sunderland By whom built Bartlam & Sons Ltd. Yard No. 262 Tons 1928
 Engines made at Stockton By whom made Blair Co. (1926) Ltd. Engine No. 1969 when made 1928
 Boilers made at do. By whom made do. Boiler No. 1969 when made 1928
 Registered Horse Power 460.44 Owners Gwenllian S.S. Co. Ltd. Port belonging to London
 Nom. Horse Power as per Rule 460.44 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes
 Trade for which Vessel is intended SS

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 62
 Dia. of Cylinders 27. 44½. 73 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 13.86 Crank pin dia. 15 Crank webs Mid. length breadth 2.0½ Thickness parallel to axis 9½
as fitted 14½ Mid. length thickness 9½ shrunk 6½
 Intermediate Shafts, diameter as per Rule 13.2 Thrust shaft, diameter at collars as per Rule 13.86
as fitted 14 as fitted 15
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 14.7 Is the tube shaft fitted with a continuous liner Yes
as fitted as fitted 16½ screw
 Bronze Liners, thickness in way of bushes as per Rule 3/4 Thickness between bushes as per Rule 7/16 Is the after end of the liner made watertight in the
as fitted 3/4 as fitted 7/16 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 Yes
 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 Yes
 If two 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 shaft no Length of Bearing in Stern Bush next to and supporting propeller 5-6
 Propeller, dia. 18.0 Pitch 18.0 No. of Blades 4 Material Bronze whether Movable no Total Developed Surface 102 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3½ Stroke 34 Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 5 Stroke 34 Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 2-7½ x 5½ x 8 Thompson Duplex Pumps connected to the { No. and size 1-8 x 9 x 8 Lancast Duplex
 How driven 1-6 x 4 x 6 Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size 1-10 x 12 x 12 Lubricating Oil Pumps, including Spare Pump, No. and size 1
 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 1-2½ in Tunnel well
 In Holds, &c. No 1: 2-3 No 2: 2-3½ No 3: 2-3 No 4: 2-3

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-8 Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1-4½ 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 Bilge Suctions How are they protected wood casings
 What pipes pass through the deep tanks Yes 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 E.R. Top Platform

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 79.74
 Is Forced Draft fitted no No. and Description of Boilers 3 S.B. 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? Already sent by Sunderland
 PLANS. Are approved plans forwarded herewith for Shafting Yes Sent with Ind. Rpt. 027. Auxiliary Boilers Yes Donkey Boilers do.
 (If not state date of approval) se. "LLANDILO"
 Superheaters Yes General Pumping Arrangements 1.6.27 Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:— As per Rule + 1 tail shaft, 1 propeller, 4 main check valves,
4 donkey check valves, 5 air pump valves, 2 feed donkey pump valves, 1 impeller & shaft
for circulating pump, 9 piston bolts and nuts, quantity glands & cover studs, bolts, and
condenser tubes, condenser ferrules, firebars and furnace door baffle.

The foregoing is a correct description,
 For BLAIR & CO. (1926) LIMITED.

G. J. Chambers
 SECRETARY.

Manufacturer.



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 Foundation

W191-0034

1927. Dec 24. Apr 8. Jul 20. Oct 10. 14. 17. 19. 26. 28. Nov 25. Dec 20. 23. 29. 30. 1928. Jan 4. 10. 11. 18. 24. 30. 31.

Dates of Survey while building

During progress of work in shops - - - Dec 6. 10. 16. 22. 24. 25. Mar 1. 7. 15. 16. 17. 20. 21. Apr 28.

During erection on board vessel - - -

Total No. of visits. 35.

Dates of Examination of principal parts—Cylinders 18. 1. 28. Slides 18. 1. 28. Covers 18. 1. 28.

Pistons 18. 1. 28. Piston Rods 4. 1. 28. Connecting rods 4. 1. 28.

Crank shaft 31. 1. 28. Thrust shaft 31. 1. 28. Intermediate shafts 22. 2. 28.

Tube shaft 4. 2. 28. Screw shaft 22. 2. 28. Propeller 22. 2. 28.

Stern tube 4. 2. 28. Engine and boiler seatings 4. 2. 28. Engines holding down bolts 15. 3. 28.

Completion of fitting sea connections 4. 2. 28.

Completion of pumping arrangements 21. 3. 28. Boilers fixed 15. 3. 28. Engines tried under steam 28. 4. 28.

Main boiler safety valves adjusted 21. 3. 28. Thickness of adjusting washers Port $\frac{1}{4}$ p. $\frac{1}{32}$ S; Centre bolt $\frac{5}{16}$; Star $\frac{1}{4}$ p. $\frac{3}{8}$ S.

Crank shaft material Steel Identification Mark LLOYDS No 5454 31. 1. 28 PTB. Thrust shaft material Steel Identification Mark LLOYDS No 5454 31. 1. 28 PTB.

Intermediate shafts, material Steel Identification Marks LLOYDS No 5322 22. 2. 28 PTB. Tube shaft, material Identification Mark LLOYDS No 7484 M. 22. 2. 28 PTB.

Screw shaft, material Iron Identification Mark LLOYDS No 7484 M. 22. 2. 28 PTB. Steam Pipes, material Copper. Test pressure 360 lbs. Date of Test 16. 3. 28.

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 Yes. If so, state name of vessel 'LLANOVER' Thal. Rpt 13217.

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 A.C. H. 28.

It is submitted that this vessel is eligible for THE RECORD. + LMC 4.28 CL.

P.M. 7/5/28.

P.

The amount of Entry Fee ... £ 5-0-0 When applied for,

Special ... £ 94-0-0 2. 5. 1928

Donkey Boiler Fee ... £ See Separate Rpt. When received,

Travelling Expenses (if any) £ 4-5-28

TUES. 8 MAY 1928

Committee's Minute

Assigned

+ L.M.C. 4:28 C.L.

P.M. 7/5/28.

Engineer Surveyor to Lloyd's Register of Shipping.



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