

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

NOV 18 1939

Date of writing Report 11/11/39 When handed in at Local Office 13/11/39 Port of WEST HARTLEPOOL

No. in Survey held at HARTLEPOOL Date, First Survey 8/6/39 Last Survey 10/11/1939

Reg. Book.

on the

S/S "Gaydown"

(Number of Visits 56)

Gross 4768

Tons

Net 2772

When built 1939

Built at Sunderland By whom built W. Pickersgill & Sons

Yard No. 241

Engines made at Hartlepool

By whom made Richardsons, Westgate

Engine No. 2697

When made 1939

Boilers made at Sunderland

By whom made J. Clark

Boiler No.

When made 1940

Registered Horse Power

Owners Claymore Shipping Co. Port belonging to Cardiff

Nom. Horse Power as per Rule 423

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Vertical Inverted Triple Expansion

Revs. per minute 63

Dia. of Cylinders 21 3/4 - 36 - 63 Length of Stroke 45 No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 12.674

Crank pin dia. 13 3/4

Crank webs Mid. length breadth 20 3/8

Thickness parallel to axis 8 1/4

Intermediate Shafts, diameter as per Rule 12.071

as fitted 12 1/4

Thrust shaft, diameter at collars as per Rule 12.674

as fitted 13 1/4

Tube Shafts, diameter as per Rule

Screw Shaft, diameter as per Rule 13.529

as fitted 13 1/2

Is the {tube} shaft fitted with a continuous liner {yes}

Bronze Liners, thickness in way of bushes as per Rule 20 3/4

as fitted 20 3/4

Thickness between bushes as per Rule 5 1/4

as fitted 5 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

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

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 4-7 1/4

Propeller, dia. 17-6 Pitch 16-2 No. of Blades 4

Material Bronze whether Moveable No

Total Developed Surface 100 sq. feet

Feed Pumps worked from the Main Engines, No. 1

Diameter

Stroke

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. 2

Diameter 3 3/4

Stroke 27

Can one be overhauled while the other is at work yes

Feed Pumps { No. and size 3 two 8 1/2 x 6 x 18

Pumps connected to the

No. and size 3 two Bilge pumps 3 3/4 x 27

Ballast pump 9 x 11 x 10

How driven Steam

How driven Off main engines

Steam

Ballast Pumps, No. and size One - 9 x 11 x 10

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 3-3"

In Pump Room

In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 7"

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

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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers

How are they protected

What pipes pass through the deep tanks

Have they been tested as per Rule

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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

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

Is Forced Draft fitted

No. and Description of Boilers

Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

Main Boilers

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied Spare propeller shaft

The foregoing is a correct description.

W. E. D. MIDGE & Co. LIMITED.

W. E. D. MIDGE

Manufacturer.



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Lloyd's Register
Foundation

W382-0216

During progress of work in shops - - 1939 June 8-13-19-21-22-26-27-29 July 4-7-12-13-16-17-19-21-31 Aug 2-14-15-16-18-21-22-23-25-28 Sept 4-6-7-12-14-18-19-20-21-22-25-26-29-30 Oct 2-4-5
During erection on board vessel - - - 6-9-11-12-18-19-24-26-31 Nov 3-9-10
Total No. of visits 56

Dates of Examination of principal parts—Cylinders 14-19-22-29-6-39. Slides 26-6-39. Covers 27-6-39.
Pistons 15-8-39. Piston Rods 7-9-39. Connecting rods 25-9-39.
Crank shaft 22-26-29/6/39 26/8/39. Thrust shaft 14-9-39. Intermediate shafts 21-9-39.
Tube shaft ✓ Screw shaft 16-21/8/39, 5/19/10/39. Propeller 18-10-39.
Stern tube 2-8-39. Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material S.M. Steel Identification Mark 3643 ERB Thrust shaft material S.M. Steel Identification Mark 3698 ERB
Intermediate shafts, material S.M. Steel Identification Marks 3681-2 3703-4 3725-6 Tube shaft, material — Identification Mark —
Screw shaft, material S.M. Steel Identification Mark 3693 ERB Steam Pipes, material S.D. Steel Test pressure 660 lbs Date of Test 25-9-39
Is an installation fitted for burning oil fuel 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
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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. These engines have been built under Special Survey and in accordance with the approved plans. The workmanship and materials have been found good.
The engines are intended for Messrs W. Pickersgill and Sons and are being despatched to Sunderland to be fitted in their ship No. 241.

Certificates to be sent to... West Hartlepool

The amount of Entry Fee ... £ 5 : 0 :
2TH Special L.M.C. ... £ 35 : 8 :
Donkey Boiler Fee ... £ ✓ : ✓ :
Travelling Expenses (if any) £ ✓ : ✓ :
When applied for, 14/11/1939
When received, 20/11/39 R.B.A.

Arthur W. Oxford
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 20 FEB 1940
Assigned See Std. No. 32798