

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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of writing Report 19 When handed in at Local Office 15.8.1928 Port of **NEWCASTLE-ON-TYNE**
 in Survey held at **Walker-on-Tyne** Date, First Survey **17 Feb** Last Survey **7 Aug** 1928
 y. Book. **S.S. "GRACEFIELD."** (Number of Visits **50**) Tons { Gross **4700**
261 on the Net **2862**
 built at **Walker-on-Tyne** By whom built **Swan Hunter & Wigham Richardson Ltd** Yard No. **1274** When built **1928**
 engines made at **Walker-on-Tyne** By whom made **S H W R Ld** Engine No. **1274** when made **1928**
 boilers made at **Walker-on-Tyne** By whom made **S. H W R Ld** Boiler No. **1274** when made **1928**
 registered Horse Power Owners **Confederation of Shipowners Ltd** Port belonging to **Newcastle**
 om. Horse Power as per Rule **418** Is Refrigerating Machinery fitted for cargo purposes **No.** Is Electric Light fitted **Yes**
 trade for which Vessel is intended

VGINES, &c.—Description of Engines **Triple Expansion Direct-acting Simple Condensing** Revs. per minute
 dia. of Cylinders **25½-42.70** 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. **14½** Crank webs Mid. length breadth **21¼** Thickness parallel to axis **8¾**
 as fitted **14½** Mid. length thickness **8¾** Thickness around eye-hole **6¼**
 Intermediate Shafts, diameter as per Rule **13.19** Thrust shaft, diameter at collars as fitted **14½**
 as fitted **13¼** Is the { tube } shaft fitted with a continuous liner { Yes }
 as per Rule **14.69** as fitted **15¼** Is the { screw } shaft fitted with a continuous liner { Yes }
 Tube Shafts, diameter as fitted **14.69** as per Rule **15¼** as fitted **15¼**
 as per Rule **14.69** as fitted **15¼** Is the after end of the liner made watertight in the
 Bronze Liners, thickness in way of bushes as fitted **25/32** Thickness between bushes as fitted **23/32**
 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
 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 **Yes** Length of Bearing in Stern Bush next to and supporting propeller **5'-0"**
 Propeller, dia. **18'-0"** Pitch **17'-6"** No. of Blades **4** Material **7-Bronze** whether Movable **No** Total Developed Surface **104** sq. feet
 Feed Pumps worked from the Main Engines, No. **2** Diameter **4¼** Stroke **26** Can one be overhauled while the other is at work **Yes**
 Bilge Pumps worked from the Main Engines, No. **2** Diameter **4¼** Stroke **26** Can one be overhauled while the other is at work **Yes**
 Feed Pumps { No. and size (1) **8x5½x8** (1) **6x4½x6** Pumps connected to the { No. and size (1) **10x11x12** }
 How driven **STEAM** Main Bilge Line How driven **STEAM**
 Ballast Pumps, No. and size (1) **10x11x12** Lubricating Oil Pumps, including Spare Pump, No. and size **how**
 Are two independent means arranged for circulating water through the Oil Cooler
 Bilge Pumps;—In Engine and Boiler Room **4-2½**
 In Holds, &c. **4-3, 4-3½, 1-2½**

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) **5"** 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
 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
 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 **Bilge pipes** How are they protected **fixed**
 What pipes pass through the deep tanks 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 **Top platform**

MAIN BOILERS, &c.—(Letter for record **S**) Total Heating Surface of Boilers **6830**
 Is Forced Draft fitted **No** No. and Description of Boilers **3. SE. CYL MULTI-PORT** Working Pressure **200 lbs**
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? **Yes**
 IS A DONKEY BOILER FITTED? **No** If so, is a report now forwarded?
 PLANS. Are approved plans forwarded herewith for Shafting **No** Main Boilers **Yes** Auxiliary Boilers **Yes** Donkey Boilers **Yes**
 (If not state date of approval) General Pumping Arrangements **Yes** Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—**Two top and bottom end nuts, 2 bottom end bolts and nuts, 2 main bearing bolts and nuts, 1 set of coupling bolts and nuts, 1 set of feed pump valves and seats, 1 set of bilge pump valves and seats, 1 set of port pump valves and seats, 100 bolts and nuts and washers and nuts. 1 Box each of ½, ¾, 7/8, 1" round iron etc.**

RETAIN

The foregoing is a correct description.

SWAN, HUNTER & WIGHAM RICHARDSON, LTD.

G. J. Lacey

Manufacturer.



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

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