

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

14 JUL 1928

Date of writing Report 12-7-1928 When handed in at Local Office 15 Port of London

No. in Survey held at London Reg. Book. Date, First Survey 11-5-28 Last Survey 10-7-1928
(Number of Visits 5)

on the S.S. "WATFORD"

Built at London By whom built Caldon S.B. & L. Co. Ltd. Yard No. 322. Tons } Gross ✓
Net ✓

Engines made at Wallsend By whom made North Eastern Marine L. Co. Engine No. ✓ When built 1928

Boilers made at — do — By whom made — do — Boiler No. ✓ when made ✓

Registered Horse Power ✓ Owners Tunn Watts, Watts & Co. Ltd. Port belonging to ✓

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

Trade for which Vessel is intended ✓

ENGINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke No. of Cylinders Revs. per minute No. of Cranks

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

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
as fitted as fitted

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the { lube } shaft fitted with a continuous liner {
as fitted as fitted screw }

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
as fitted as fitted propeller boss. 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 Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material whether Movable Total Developed Surface sq. feet

Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps { No. and size Pumps connected to the { No. and size
How driven Main Bilge Line How driven

Ballast Pumps, No. and size 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 ✓

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

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size ✓ 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 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 ✓ 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 Upper Deck

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

Working Pressure

Is Forced Draft fitted ✓

No. and Description of Boilers

IS A REPORT ON MAIN BOILERS NOW FORWARDED? ✓

IS A DONKEY BOILER FITTED? ✓

If so, is a report now forwarded? ✓

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:—

The foregoing is a correct description,

Manufacturer.



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Foundation

During progress of work in shops - -

Dates of Survey while building

During erection on board vessel - -

1928. MAY. 11. 22. 27. JUNE 27. JULY 6, 10.

Total No. of visits 5.

Dates of Examination of principal parts—Cylinders

Slides

Covers

Pistons

Piston Rods

Connecting rods

Crank shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

Propeller

Stern tube *Attchd.* 22-5-28.

Engine and boiler seatings 27-6-28.

Engines holding down bolts

Completion of fitting sea connections 22-5-28.

Completion of pumping arrangements

Boilers fixed

Engines tried under steam

Main boiler safety valves adjusted

Thickness of adjusting washers

Crank shaft material

Identification Mark

Thrust shaft material

Identification Mark

Intermediate shafts, material

Identification Marks

Tube shaft, material

Identification Mark

Screw shaft, material

Identification Mark

Steam Pipes, material

Test pressure

Date of Test

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 carrying and burning oil fuel been complied with

Is this machinery duplicate of a previous case

If so, state name of vessel

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

For the information of the Committee.
 This vessel has proceeded to the Lym where the machinery is to be fitted on board and the vessel completed.

The Newcastle Surveyors have been notified

The amount of Entry Fee ... £

Special ... £

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

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When applied for,

When received,

19

19

Committee's Minute

FRI 24 AUG 1928

Assigned

See Minute on
 have Rpt 83126 attached



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