

Rpt. 4.

No. 16773

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

8 JUN 1929

Date of writing Report 25th May 1929 When handed in at Local Office 1.6.1929 Port of West Hartlepool

No. in Survey held at West Hartlepool Date, First Survey 21st Nov 28 Last Survey 29th May 1929
Reg. Book. on the S.S. "HAXBY" (Number of Visits 74)

Built at West Hartlepool By whom built Wm Gray & Co Ltd Yard No. 1016 Tons ^{Gross} 1016 _{Net} 827 When built 1929

Engines made at West Hartlepool By whom made Central Marine Engine No. 1016 when made 1929

Boilers made at ditto By whom made Engine Works Boiler No. 1016 when made 1929

Registered Horse Power 529.1 Owners Wm Gray & Co Ltd Port belonging to West Hartlepool

Nom. Horse Power as per Rule 529.1 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended Ocean going

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 3

Dia. of Cylinders 26 1/2 - 44 - 73 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals 13.72 as per Rule 13.72 as fitted 14 1/2 Crank pin dia. 14 1/2 Crank webs Mid. length breadth 21 1/2 Thickness parallel to axis 8 3/4

Intermediate Shafts, diameter 13.07 as per Rule 13.07 as fitted 13 1/16 Thrust shaft, diameter at collars 15 as per Rule 13.72 as fitted 15

Tube Shafts, diameter 14.56 as per Rule 14.56 as fitted 16 Is the ^{tube} screw shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes 7/16 as per Rule 7/16 as fitted 3/4 Thickness between bushes 5/16 as per Rule 5/16 as fitted 9/16 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 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 If so, state type yes Length of Bearing in Stern Bush next to and supporting propeller 5-11

Propeller, dia. 18-0 Pitch 18-3 No. of Blades 4 Material Bronze whether Movable yes Total Developed Surface 103 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. 2 Diameter 5 Stroke 28 Can one be overhauled while the other is at work yes

Feed Pumps No. and size 2. 9 1/2 x 7 x 21. 1. 7 1/2 x 5 x 6 Pumps connected to the Main Bilge Line (No. and size 2 main 5 x 28. 2 9 1/2 x 10 1/2 x 10) How driven Steam duplex How driven Steam duplex

Ballast Pumps, No. and size 2 9 1/2 x 10 1/2 x 10 duplex Lubricating Oil Pumps, including Spare Pump, No. and size —

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 4 of 2 3/4 dia. Tunnel 1 of 2 1/2 dia.

In Holds, &c. No 1. 2 of 3" dia. No 2. 2 of 3 1/4" dia. No 3. 2 of 2 1/2" dia. No 4. 2 of 2 1/2" dia. No 5. 2 of 3" dia. No 6. 2 of 2 1/2" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 1 1/2 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 of 5" dia. 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 yes

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 hold suction How are they protected under limber boards

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 upper deck

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 7932 square feet.

Is Forced Draft fitted yes No. and Description of Boilers 3 single ended Working Pressure 180 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

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

PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes

Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:— 2 bolts & nuts for connecting rod top ends. 2 ditto for bottom ends. 2 ditto for main bearings. 1 set of coupling bolts & nuts. 1 set of valves for feed and bilge pumps. 2 air pump valves. 1 propeller shaft. 2 cast iron propeller blades. 4 feed check valves. 3 condenser tubes. 1 safety valve spring. Bolts, studs, nuts, and iron assorted.

The foregoing is a correct description,
FOR THE CENTRAL MARINE ENGINE WORKS,
(W. Gray & Co. Ltd.)

W. Gray
MANAGING DIRECTOR C.M.E.W.

Manufacturer.



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Lloyd's Register
Foundation

1929-0229

87701

During progress of work in shops - - ^{1928.} 17. 21. 23. 26. Dec. 21. 21. 27. 28. - ¹⁹²⁹ Jan. 10. 14. 15. 18. 21. 22. 23. 24. 25. 28. 29. 30. 31. Feb. 1. 4. 5. 8. 11. 12. 14. 15. 18. 19. 20. 21. 22. 25.
 Dates of Survey while building During erection on board vessel - - - ¹⁹²⁹ 27. 28. Mar. 1. 4. 5. 7. 8. 11. 12. 19. 21. 22. 25. 26. 28. Apr. 3. 4. 5. 8. 10. 11. 12. 15. 16. 17. 19. 26. 29. 30. May. 2. 7. 8. 9. 10. 13. 14. 16. 23. 29.
 Total No. of visits 74.

Dates of Examination of principal parts—Cylinders 11. 2. 29 - 28. 3. 29 Slides 7. 3. 29 - 11. 3. 29 Covers 31. 1. 29 - 26. 2. 29
 Pistons 25. 2. 29 - 5. 4. 29 Piston Rods 25. 1. 29 - 10. 4. 29 Connecting rods 10. 1. 29 - 28. 3. 29
 Crank shaft 21. 1. 29 - 12. 3. 29 Thrust shaft 15. 2. 29 - 12. 3. 29 Intermediate shafts 1. 3. 29 - 19. 4. 29
 Tube shaft ✓ Screw shaft 27. 2. 29 - 17. 4. 29 Propeller 26. 2. 29 - 16. 4. 29
 Stern tube 26. 2. 29 - 16. 4. 29 Engine and boiler seatings 25. 3. 29 - 30. 4. 29 Engines holding down bolts 13. 5. 29
 Completion of fitting sea connections 15. 4. 29
 Completion of pumping arrangements 13. 5. 29 Boilers fixed 2. 5. 29 Engines tried under steam 29. 5. 29
 Main boiler safety valves adjusted 23. 5. 29 Thickness of adjusting washers P.R. $\frac{5}{16}$ S. $\frac{5}{16}$ C.P. $\frac{5}{16}$ S. $\frac{5}{16}$ S.P. $\frac{5}{16}$ S. $\frac{3}{8}$.
 Crank shaft material S.M. Ingot-Steel Identification Mark 6446H Thrust shaft material S.M. S. Stl. Identification Mark 1087 R.W.
 Intermediate shafts, material S.M. S. Stl. Identification Marks 1087 } R.W.F. 1094 }
 Screw shaft, material Scrap iron Identification Mark 6448H. Steam Pipes, material Lap welded steel Test pressure 600 lb. Date of Test 9-13. 5. 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 yes If so, state name of vessel "Heronspool"

General Remarks (State quality of workmanship, opinions as to class, &c.)
 This vessel's machinery has been built and installed under Special Survey.
 The materials and workmanship are good and efficient.
 On completion it was satisfactorily tried under full steam at sea and is now eligible in my opinion to have the notation **LMC 5. 29.**

It is submitted that this vessel is eligible for THE RECORD. — + L.M.C. 5. 29. C.L. F.D.

Y.R.M. J.S.A.
 10. 6. 29

The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 6 : : When applied for,
 Special ... £ 101 : 9 : 7. 6. 1929
 Donkey Boiler Fee ... £ — : : When received,
 Travelling Expenses (if any) £ — : : 11. 7. 1929

R.D. Shilston
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 11 JUN 1929

Assigned H.M.C.S. 29
 J.D. C.L.

