

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. S.S. "HAXBY" (Number of Vails 74)
 on the S.S. "HAXBY"
 Built at West Hartlepool By whom built Wm Gray & Co Ltd Yard No. 1016 Tons Gross 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 West Hartlepool 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
 Dia. of Cylinders 26½"-44"-73" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 13.72 Crank pin dia. 14½" Crank webs 21½" Thickness parallel to axis 8¾"
 Intermediate Shafts, diameter as per Rule 13.07 Thrust shaft, diameter at collars as per Rule 13.72
 Tube Shafts, diameter as fitted 14.56" Screw Shaft, diameter as fitted 16" Is the tube screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule 7.45 Thickness between bushes as per Rule 5.6 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
 Propeller, dia. 18'-0" Pitch 18'-3" No. of Blades 4 Material Bronze whether Moveable 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. 9½" x 7 x 21" 1. 7½" x 5 x 6" Pumps connected to the Main Bilge Line No. and size 2 main 5" x 28" 2. 9½" x 10½" x 10"
 How driven Steam duplex Main Bilge Line How driven Steam duplex
 Ballast Pumps, No. and size 2 9½" x 10½" 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 2¾" dia. Tunnel 1 of 2¾" dia.
 In Holds, &c. No 1. 2 of 3" dia. No 2. 2 of 3¼" dia. No 3. 2 of 2¾" dia. No 4. 2 of 2¾" dia.
No 5. 2 of 3" dia. No 6. 2 of 2¾" dia.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 11" 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
 (If not state date of approval)
 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 & Co. Ltd.
 MANAGING DIRECTOR C.M.E.W.

Manufacturer.



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Lloyd's Register
Foundation

L3484-0229

PILLARS, No. 1
in 1
in 2
in 3
Centre Line
Stiffeners a
Plating, thi
STRINGERS
Uppermost
Stringer Pl
Thicknes
in way
Thicknes
in way
If Sheathe
Second D
Stringer P
STRAK
FLAT PLATE
DB
BOTTOM PLAT
of Strakes
BILGE PLATING
Strakes
SIDE PLATING
Strakes
UPPER DECK
strake in
UPPER DECK
strake in
STRAKE BEL
strake in
STRAKE BEL
strake in
POOP SIDE P
BRIDGE SIDE
FORECASTLE S
Total No.
HIDSHIP
COLLISION
AFTER T
STEEL

1928. 1929

Dates of Survey while building

During progress of work in shops - 17.2.28, 28.2.28, 21.2.28, 27.2.28 - 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

During erection on board vessel - 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. 5/16 S 5/16 C.P. 5/16 S 5/16 S.P. 5/16 S 3/8

Crank shaft material S.M. Ingot-Steel Identification Mark 6446 H Thrust shaft material S.M. 9. Stl. Identification Mark 1087 R.W.

Intermediate shafts, material S.M. 9. Stl. Identification Marks 1087 } R.W.F. 1094 } 1170 } Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Scrap iron Identification Mark 6448 H. 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 ∇ L.M.C. 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 amount of Entry Fee ... £ 6 : : When applied for, 7.6.29

Special ... £ 101 : 9 : When received, 11.7.29

Donkey Boiler Fee ... £ - : :

Travelling Expenses (if any) £ - : :

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

Committee's Minute TUE. 11 JUN 1929

Assigned 1 June 29
R.D. C.L.