

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

13 SEP 1930

Date of writing Report

19

When handed in at Local Office

11 SEP. 1930

Port of

LIVERPOOL

No. in Survey held at

Queensferry

Date, First Survey

3/6/30

Last Survey

28/8/1930

Reg. Book

on the

S. S. Brightside

Built at

Queensferry

By whom built

Abdela Mitchell & Co Ltd

Yard No.

464

When built

1930

Engines made at

Brimacombe

By whom made

Abdela Mitchell

Engine No.

1448

When made

1930

Boiler made at

Wallsend

By whom made

North Eastern Marine Eng. Co. Ltd

Boiler No.

2482

When made

1930

Registered Horse Power

Owners

Eltham Shipping Co Ltd

Port belonging to

Liverpool

Nom. Horse Power as per Rule

80

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

no

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Vertical Compound Condensing

Revs. per minute 110

Dia. of Cylinders

18" x 38"

Length of Stroke

27"

No. of Cylinders

2

No. of Cranks

2

Crank shaft, dia. of journals

as per Rule

8"

Crank pin dia.

8"

Crank webs

Mid. length breadth 10 1/2"

Mid. length thickness

6"

shrink

Thickness parallel to axis

6"

Thickness around eye-hole

3"

Intermediate Shafts, diameter

as per Rule

none

Thrust shaft, diameter at collars

as per Rule

8"

as fitted

8"

Tube Shafts, diameter

as per Rule

1"

Screw Shaft, diameter

as per Rule

8 1/16"

as fitted

8 1/16"

Is the

screw

shaft fitted with a continuous liner

Yls.

Bronze Liners, thickness in way of bushes

as per Rule

5/16"

as fitted

5/16"

Thickness between bushes

as per Rule

4"

as fitted

4"

Is the after end of the liner made watertight in the

propeller boss

Yls.

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

One length

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

Yls.

If two liners are fitted, is the shaft lapped or protected between the liners

Yls.

Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft

no

If so, state type

Yls.

Length of Bearing in Stern Bush next to and supporting propeller

3' 2"

Propeller, dia.

4' 6"

Pitch

10' 9"

No. of Blades

4

Material

C.I.

whether Moveable

no

Total Developed Surface

32

sq. feet

Feed Pumps worked from the Main Engines, No.

1

Diameter

2 5/8"

Stroke

13 1/2"

Can one be overhauled while the other is at work

Yls.

Bilge Pumps worked from the Main Engines, No.

1

Diameter

2 5/8"

Stroke

13 1/2"

Can one be overhauled while the other is at work

Yls.

Feed Pumps

No. and size

one 5 1/4 x 3 1/2 x 5" Duplex

Pumps connected to the

Main Bilge Line

No. and size

one - 5 1/4 x 3 1/2 x 5" Duplex

How driven

Steam

Ballast Pumps, No. and size

one 5 1/4 x 3 1/2 x 5"

Lubricating Oil Pumps, including Spare Pump, No. and size

Yls.

Are two independent means arranged for circulating water through the Oil Cooler

Yls.

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

Two - 2"

In Pump Room

Yls.

In Holds, &c.

Two - 2" in hold

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

one - 3"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

one - 2 1/2"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

Yls.

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

Yls.

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

Yls.

Are they fitted with Valves or Cocks

Yls.

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

Yls.

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

Yls.

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

Yls.

What Pipes pass through the bulkheads

Bilge suction, forepeak tank, etc.

How are they protected

Strong wood sheathing

What pipes pass through the deep tanks

Yls.

Have they been tested as per Rule

Yls.

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

Yls.

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

Yls.

Is the Shaft Tunnel watertight

Yls.

Is it fitted with a watertight door

Yls.

worked from

Yls.

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers

1380 H

Is Forced Draft fitted

no

No. and Description of Boilers

one cylind. horizontal

Working Pressure

180 lb sq"

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yls.

IS A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

Yls.

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

Yls.

PLANS. Are approved plans forwarded herewith for Shafting

Yls.

Main Boilers

Yls.

Auxiliary Boilers

Yls.

Donkey Boilers

Yls.

(If not state date of approval)

Superheaters

Yls.

General Pumping Arrangements

Yls.

Oil fuel Burning Piping Arrangements

Yls.

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yls.

State the principal additional spare gear supplied

Two main bearing bolts & nuts, two top & two bottom end bolts & nuts, set of
 Coupling bolts & nuts, set of feed pump & bilge pump valves, a number of
 Condenser tubes, some jacking bolts, assorted bolts & nuts.

The foregoing is a correct description,

For. No. Abdela - Mitchell.

F. Phillips. Manager.

Manufacturer



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Lloyd's Register
Foundation

During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - 1930 June 3. 5. 26. July 22. Aug 14. 19. 25.
Total No. of visits 7
Dates of Examination of principal parts - Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft 5/6/30 Propeller 9/6/30
Stern tube 5/6/30 Engine and boiler seatings 5/6/30 Engines holding down bolts 19/8/30
Completion of fitting sea connections 9/6/30 Boilers fixed 19/8/30 Engines tried under steam 29/8/30
Completion of pumping arrangements 19/8/30 Thickness of adjusting washers 1 1/8" bar.
Main boiler safety valves adjusted 28/8/30
Crank shaft material steel Identification Mark Thrust shaft material steel Identification Mark 68000
Intermediate shafts, material steel Identification Marks Tube shaft, material Identification Mark
Screw shaft, material steel Identification Mark 68000 Steam Pipes, material Copper Test pressure 300 lb/sq. in. Date of Test See Cert. S.S. (copy in book)
Is an installation fitted for burning oil fuel ho 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 ho 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 yes If so, state name of vessel ss. Cornish Merchant.

General Remarks (State quality of workmanship, opinions as to class, &c.)
These engines & boilers (shown Bristol Rpt 172363 & have Rpt 85629) have been satisfactorily fitted on board, & are in accordance with the Rules. They have been examined under full working conditions during steam trial and found satisfactory. An efficient reducing valve has been fitted between boiler and engines, with relief valve spring loaded, & lift at reduced pressure. (see See letter 30/1/30). This vessel's machinery is now eligible in my opinion for classification in Register book with record of L.M.C. 8.30. (working pressure of boiler 180 lb/sq. in. reduced to 130 lb/sq. in. at engine).

180 lb/sq. in. + L.M.C. 8.30 C-L
130 lb/sq. in. at engine.

23/9/30

N.B. Engines & Boilers accepted as new 1930

The amount of Entry Fee ... £	:	:	When applied for,
Special 15/1/30 ... £ 4	:	0	2 12 SEP 1930
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £ 1. 12. 6	:	:	27. 10. 30

J. B. Milton

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 12 SEP. 1930

Assigned + L.M.C. 8:30. J.L.C.B.

CERTIFICATE WRITTEN



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