

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 29 JAN 1942

Date of writing Report 28/11 1942 When handed in at Local Office 28/11 1942 Port of *W. Hartlepool*

No. in Survey held at *Hartlepool* Date, First Survey 8th May, 1941. Last Survey 27th January, 1942

Reg. Book. *S/S "EAGLEDALE" "EASEDALE"* (Number of Visits 85)

on the *S/S "EAGLEDALE"* Tons { Gross Net

Built at *Haverhill* By whom built *Furness Shipbuilding Co. Ltd.* Yard No. 340 When built 1942

Engines made at *Hartlepool* By whom made *Richardsons Westgarth & Co.* Engine No. 2712 When made 1942

Boilers made at *"* By whom made *"* Boiler No. 2712 When made 1942

Registered Horse Power Owners *Admiralty* Port belonging to

n. Horse Power as per Rule 674 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted *Yes*

ade for which Vessel is intended

GINES, &c.—Description of Engines *Triple Expansion Vertical Surface Condensing* Revs. per minute 85.5

a. of Cylinders *27" x 44" x 76"* Length of Stroke 51" No. of Cylinders 3 No. of Cranks 3

ank shaft, dia. of journals as per Rule 15.214" Crank pin dia. 16" Crank webs Mid. length breadth Thickness parallel to axis 9 5/8" 10 1/8"

as fitted 15 1/2" Crank webs Mid. length thickness shrunk Thickness around eye-hole 8 1/2"

Intermediate Shafts, diameter as per Rule 14.49" Thrust shaft, diameter at collars as per Rule 15.214"

as fitted 14 3/4" as fitted 15 3/4" - 15 1/2"

Shafts, diameter as per Rule 16.01" Is the {tube} shaft fitted with a continuous liner { *Yes*

as fitted 16 1/4" as fitted 16 1/4" as fitted 16 1/4"

Is the {tube} shaft fitted with a continuous liner { *Yes*

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

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

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

aft No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5'-5"

propeller, dia. 18'-3" Pitch *Varying* No. of Blades 4 Material *Brass* whether Moveable No Total Developed Surface 131.75 sq. feet

ed Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 27" Can one be overhauled while the other is at work *Yes*

ilge Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 27" Can one be overhauled while the other is at work *Yes*

eed { No. and size 2-12" x 9" x 24"; 1-9" x 6" x 10" Pumps connected to the { No. and size 2-5" x 27" ; 5" connection Ballast Pump

How driven *Steam* Main Bilge Line How driven *Main Engine* ; *Steam*

allast Pumps, No. and size 1-10" x 12" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size

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

ilge Pumps;—In Engine and Boiler Room 3 1/2" aft. w.c., 3 1/2" E.R.P. 3 1/2" E.R.S. 2 1/2" Coff. 2 1/2" B.R.P. 3 1/2" B.R.S.

Pump Room FORE PEAK 1-4" Chain Locker Flat 1-2 1/2" DEEP IN Hold, etc. TANK FATH. 1-2" P. 1-2" S. FORD PUMP ROOM 1-2 1/2" FORD COFF. 1-2 1/2" P. 1-2 1/2" S.

MAIN PUMP ROOM (FORD) 1-3" P. 1-3" S. MAIN PUMP ROOM (Aft) 1-3" P. 1-3" S. Aft. Coff. 1-3" EJECTOR.

ain Water Circulating Pump Direct Bilge Suctions, No. and size 1-10" p. Independent Power Pump Direct Suctions to the Engine Room Bilges,

o. and size 1-5" S. Are all the Bilge Suction Pipes in hold and tunnel well fitted with strum-boxes *mud box, valve & tail pipe*

re 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*

re all Sea Connections fitted direct on the skin of the ship *Yes* Are they fitted with Valves or Cocks *Both*

re 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 *below*

re 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*

That Pipes pass through the bunkers *none* How are they protected

That pipes pass through the deep tanks Have they been tested as per Rule

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

s 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

partment to another *Yes* Is the Shaft Tunnel watertight *none* Is it fitted with a watertight door worked from

AIN BOILERS, &c.—(Letter for record *S*) Total Heating Surface of Boilers 10020 sq. ft.

Which Boilers are fitted with Forced Draft *all* Which Boilers are fitted with Superheaters *all*

No. and Description of Boilers 3 S.E. *Malden & Co.* Working Pressure 220 LB/sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? *Yes*

IS A DONKEY BOILER FITTED? *No* If so, is a report now forwarded?

Can the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 30/10/39 Main Boilers 16/10/39 Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements 28/10/41

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes*

State the principal additional spare gear supplied

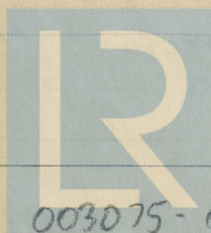
The foregoing is a correct description.

For RICHARDSONS, WESTGARTH & CO. LIMITED

W. T. Morgan

Manufacturer.

DIRECTOR



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1941. May 8. June 19. July 7. 9. 11. 22. 25. Aug. 6. 7. 8. 14. 15. 29. Sept. 1. 3. 5. 8. 15. 16. 20. 22. 24. 26. 30.
During progress of work in shops - - -
1. 8. 9. 10. 16. 20. 22. 23. 24. 27. 29. Nov. 3. 4. 5. 10. 14. 18. 21. 25. 27. 28. Dec. 1. 2. 3. 4. 5. 8. 9. 11. 12. 15. 16. 17. 19. 22. 23. 24. 25.
During erection on board vessel - - -
1942. Jan. 2. 5. 6. 7. 8. 9. 10. 12. 13. 14. 15. 16. 17. 19. 20. 22. 23. 24. 27.
1941. Dec. 8. 20. 1942. Jan. 8. 22. 28. Feb. 3. 4. - 7.
Total No. of visits 85

Dates of Examination of principal parts—Cylinders 22.7.41 Slides 8.10.41 Covers 8.10.41
Pistons 8.10.41 Piston Rods 8.10.41 Connecting rods 8.10.41
Crank shaft 15.8.41 Thrust shaft 29.10.41 Intermediate shafts 4.12.41
Tube shaft 4.12.41 Screw shaft 4.12.41 Propeller 8/12/41. ✓
Stern tube 4.12.41 Engine and boiler seatings 8/12/41 & 29/12/41 Engines holding down bolts 22/1/42
Completion of fitting sea connections 8/12/41
Completion of pumping arrangements 4/2/42 Boilers fixed 22/1/42 & 28/1/42 Engines tried under steam 3/2/42
Main boiler safety valves adjusted 3/2/42 Thickness of adjusting washers F. 3/4 F. 3/4 A. 5/16 P. 3/8 P. 3/8 S. 1/2 S. 1/2 S. 1/2
Crank shaft material steel Identification Mark 9806 H.A.I. Thrust shaft material steel Identification Mark 9806 H.A.I.
Intermediate shafts, material steel Identification Marks 9806 H.A.I. Tube shaft, material steel Identification Mark 9806 H.A.I.
Screw shaft, material steel Identification Mark 9806 W.E.I. Steam Pipes, material S.D. steel Test pressure 660 lb/sq. in. Date of Test 27/1/42
Is an installation fitted for burning oil fuel Yes 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 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 R.W. 2711 Eagle Island

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

The engines & boilers of this vessel have been constructed under Special Survey & in accordance with the approved plans.
The workmanship & materials have been found good.
The machinery has been forwarded to Haverton Hill to be fitted on board by Messrs. Furness Shipbuilding Co. in their Yard No 340.
In my opinion, this vessel will be eligible to have record of + LMC - with date - on completion.
The machinery fitted on board in accordance with approved Plans Rule Requirements, tried out under working conditions & found satisfactory & in my opinion is eligible for record of + LMC - 2.42 & notation of T.B.(C.A.) 2.42. forced draught & superheated.
The ship's side inlet & discharge valves be improved as required in accordance with Admiralty Notice MS/2385/40. MS 3199/40.

The amount of Entry Fee ... £ 6 : 0 :
Special $\frac{1}{2}$ LMC ... £ 86 : 19 :
Donkey Boiler Fee ... £ 21 : 15 :
Travelling Expenses (if any) £ :
When applied for, 28/1/1942
When received, 19

Clive Bell & Norman Shaw
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned Fitt. for oil fuel
J.D. Co.



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