

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office JUN 1929

Date of writing Report 10 When handed in at Local Office 5 JUN 1929 Port of London

No. in Survey held at Newbury Date, First Survey February 18th Last Survey 3rd JUNE 1922

Reg. Book. Ensign of Merit No. 2612 "S/S" TRUID STONE (Number of Visits 5)

Built at Bristol By whom built Messrs C. Hill & Sons Yard No. 174 When built 1929

Engines made at Newbury By whom made Messrs Hill & Sons Engine No. 2612 when made 1929

Boilers made at Hockley-on-Tees By whom made Messrs Riley Bros. Boiler No. 5890 when made 1929

Estimated Registered Horse Power 500 I.P. Owners Messrs Osborne & Wallace Port belonging to Bristol

Nom. Horse Power as per Rule 79 84 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No

Trade for which Vessel is intended Coasting

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 120

Dia. of Cylinders 12 3/4 x 22 x 34 Length of Stroke 24 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals 6.6 as per Rule 6.75 Crank pin dia. 6.75 Crank webs Mid. length breadth 12 1/4 Thickness parallel to axis 4 1/2

Intermediate Shafts, diameter 6.35 as per Rule 6.6 as fitted None fitted Thrust shaft, diameter at collars 6.6 as per Rule 6.6 as fitted 6 3/4

Tube Shafts, diameter 7.34 as per Rule 7 3/4 as fitted 7 3/4 Is the tube shaft fitted with a continuous liner No

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted 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 Yes

Propeller, dia. 81 3/4 Pitch 10-0 No. of Blades 4 Material Cast Iron whether Moveable No Total Developed Surface 26 1/2 sq. feet

Feed Pumps worked from the Main Engines, No. One Diameter 3" Stroke 12" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. One Diameter 3" Stroke 12" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size One 5 x 3 x 5 Pumps connected to the { No. and size One 6 x 6 1/2 x 6

How driven Steam Main Bilge Line How driven Steam

Ballast Pumps, No. and size One 6 x 6 1/2 x 6 Lubricating Oil Pumps, including Spare Pump, No. and size None

Are two independent means arranged for circulating water through the Oil Cooler No Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room Two - 2 1/4" and 2"

In Holds, &c. Two @ 2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One - 3 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 2 1/4" (22)

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 Both

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 None 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 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 — worked from —

MAIN BOILERS, &c.—(Letter for record —) Total Heating Surface of Boilers 1600 sq. ft.

Is Forced Draft fitted No No. and Description of Boilers One - Multitubular Working Pressure 180 lbs/sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

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

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

(If not state date of approval)

Superheaters — General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:—

2 Top end and 2 Bottom end bolts + nuts — 2 Main Bearing Bolts + Nuts — 8 Coupling bolts — One set Air, Circulating, Feed + Bilge pump valves — 4 Condenser tubes — One set Piston rings + 6 gudgeon ring bolts — One set each for Main + Donkey check valves.

The foregoing is a correct description,

FOR AND ON BEHALF OF

PLENTY & SON, LIMITED.

E. Davis

SECRETARY

Manufacturer.



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Lloyd's Register Foundation

004068-004075-013

Feb. 18. March 7. April 17. May 2. June 3. 1929.
 During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - -
 June 20, 21, July 2, 4, 18, 23, 25, 26, 30, Aug. 2.
 Total No. of visits 5 (In Shops) 10.
 Dates of Examination of principal parts—Cylinders 7-3-29; 17-4-29. Slides 17-4-29 Covers 17-4-29, 3-6-29
 Pistons 17-4-29 Piston Rods 7-3-29 Connecting rods 3-6-29
 Crank shaft 17-4-29; 3-6-29 Thrust shaft 17-4-29; 2-5-29 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 17-4-29; 2-5-29 Propeller 21.6.29
 Stern tube 17-4-29 Engine and boiler seatings 11.6.29 Engines holding down bolts 9.7.29
 Completion of fitting sea connections 21.6.29
 Completion of pumping arrangements 30.7.29 Boilers fixed 2.7.29 Engines tried under steam 30.7.29
 Main boiler safety valves adjusted 26.7.29 Thickness of adjusting washers P.H. 876
 Crank shaft material Ingot Steel Identification Mark LLOYDS 8366 Thrust shaft material Ingot Steel Identification Mark LLOYDS 1384
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Ingot Steel Identification Mark LLOYDS 1384 Steam Pipes, material Ingot Steel Test pressure 360 lb Date of Test 27.7.29
 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 No If so, state name of vessel

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

This Machinery which has been constructed under survey to approved plans and rule requirements has been despatched to Bristol for completion & installation on board. The workmanship and materials, so far as can be seen, are good and, in our opinion, the Machinery will be eligible for the record of + L.M.C. (with date) when it has been completed, fitted on board and tried under working conditions to the satisfaction of one of the Society's Surveyors.

This machinery has now been fitted & run on board according to the rule requirements & approved plan. It has been under working conditions & is now eligible in my opinion for record of + L.M.C. 8.29.

It is submitted that
 this vessel is eligible for
THE RECORD + L.M.C. 8.29.

JRM
 12.8.29

The amount of Entry Fee £ 2 : 5 : 0 When applied for,
 Special ... £ 8 : 14 : 0 19
 2/4 for survey of engine & maker
 Donkey Boiler Fee £ : : : When received,
 Travelling Expenses (if any) £ 2 : 19 : 0 27th June 1929
 20.11.29

Committee's Minute

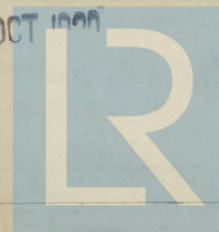
TUE. 20 AUG 1929

Assigned

+ L.M.C. 8.29

CERTIFICATE WRITTEN

TUE. 29 OCT 1929



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Lloyd's Register Foundation

Date of writing
 No. in
 Reg. Book.

Master

Engines made

Boiler made

Nominal Horsepower

MULTIPLE

Manufactured

Total Heat

No. and Description

Tested by

Area of Fire

Area of engine

In case of

Smallest diameter

Smallest diameter

Largest internal

Thickness of

long. seams

Percentage

Percentage

Thickness of

Material

Length of

Dimensions

End plates

How are

Tube plates

Mean pitch

Girders to

at centre

in each

Tensile strength

Pitch of

Working pressure

Thickness

Pitch of

Working pressure

Diameter

Working pressure

Diameter