

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office JUN 1929

Date of writing Report 5 JUN 1929 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 1929
 Reg. Book. on the Engine of *Mersey* No. 2612 "S/S" DRUID 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 Mersey & Co Engine No. 2612 when made 1929
 Boilers made at Stockton-on-Tees By whom made Messrs Riley Bros. Boiler No. 5890 when made 1929
 Registered Horse Power 500 I.P. Owners Messrs Osborne & Wallace Port belonging to Bristol
 Nom. Horse Power as per Rule 79 8/4 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 as per Rule 6.6" Crank pin dia. 6.75" Crank webs Mid. length breadth 12 1/4" Thickness parallel to axis 4 1/2"
 as fitted 6.75" Crank webs Mid. length thickness 4 1/2" shrunk Thickness around eye-hole 2 5/8"
 Intermediate Shafts, diameter as per Rule 6.35" Thrust shaft, diameter at collars as per Rule 6.6"
 as fitted None fitted as fitted 6 3/4"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 7.34"
 as fitted Is the { tube } shaft fitted with a continuous liner { No
 as fitted 7 3/4"
 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 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 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
 If 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
 shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller 2'-6"
 Propeller, dia. 8'-3" Pitch 10'-0" No. of Blades 4 Material *Cast Iron* whether Moveable No Total Developed Surface 26 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
 Bilge Pumps worked from the Main Engines, No. One Diameter 3" Stroke 12" Can one be overhauled while the other is at work
 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" (2) 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 1600 sq
 Is Forced Draft fitted No No. and Description of Boilers One - Multitubular Working Pressure 180 lbs/sq
 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 Main Boilers Yes Auxiliary Boilers Donkey Boilers
 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 junk ring bolts - One lid each for Main
 + Donkey check valves.

The foregoing is a correct description,
 FOR AND ON BEHALF OF
PLENTY & SON, LIMITED.

E. Davis SECRETARY

Manufacturers.



© 2020

Lloyd's Register
 Foundation

004068-004075-013

If not, state whether, and when, one will be sent

In a Report also sent on the Hull of the Ship

NOTE.—The words which do not apply should be deleted.

Feb. 18. March 7. April 17. May 2. June 3. 1929.

Dates of Survey while building
During progress of work in shops
During erection on board vessel
Total No. of visits

June 20, 21, July 2, 4, 18, 23, 25, 26, 30, Aug. 2.
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
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
Crank shaft material Ingot Steel. Identification Mark LLOYDS 8366 J.P. 23-3-29. Thrust shaft material Ingot Steel. Identification Mark H.P.C. 17-4-29
Intermediate shafts, material. Identification Marks. Tube shaft, material. Identification Mark
Screw shaft, material Ingot Steel. Identification Mark LLOYDS 1384 H.P.C. 17-4-29. Steam Pipes, material. Test pressure 360 lb. Date of Test 27.7.29
Is an installation fitted for burning oil fuel. 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.
Is this machinery duplicate of a previous case. 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 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.

12.8.29

The amount of Entry Fee £ 2 : 5 : 0
Special ... £ 8 : 14 : 0
Donkey Boiler Fee £
Travelling Expenses (if any) £ 2 : 19 : 0

Arthur Palmer. H.T. Cornish
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 20 AUG 1929
Assigned + L.M.C. 8.29
CERTIFICATE WRITTEN.

