

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report

When handed in at Local Office

25/11/40 Port of

NEWCASTLE-ON-TYNE

No. in Survey held at
Reg. Book.

Wallsend.

Date, First Survey

2nd Nov/39

Last Survey

15 Nov

1940

(Number of Visits 68)

on the S.S. "RICHMOND HILL"

Tons

Gross

Net

Built at Sunderland

By whom built

Bartram & Sons Ltd.

Yard No. 284

When built

1940

Engines made at

Wallsend

By whom made

N.E. Marine Eng'g Co (1938) Ltd

Engine No. 2954

When made

1940

Boilers made at

By whom made

Boiler No. 2954

When made

1940

Registered Horse Power

Owners Rethymnis & Kulukundess Ltd.

Port belonging to

Nom. Horse Power as per Rule

518

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 Reciprocating

Revs. per minute 69

Dia. of Cylinders

24.39.68

Length of Stroke

No. of Cylinders

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 13.78

Crank pin dia.

14"

Crank webs

Mid. length breadth 30 1/2

Mid. length thickness

8 3/4 HP & LP shrunk

Thickness parallel to axis 8 3/4 - 8 3/4 - 9 1/4

Intermediate Shafts, diameter

as per Rule

13.13

as fitted

13 1/4"

Thrust shaft, diameter at collars

as per Rule

13.78"

as fitted

14"

Tube Shafts, diameter

as per Rule

14.62

as fitted

Screw Shaft, diameter

as per Rule

15"

as fitted

Is the

screw

shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule

.746

as fitted

3/4"

Thickness between bushes

as per Rule

.56

as fitted

2 1/32"

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

If so, state type

yes

Length of Bearing in Stern Bush next to and supporting propeller

5'-0"

Propeller, dia.

17'-10 1/2"

Pitch

18'-0"

No. of Blades

4

Material

Bronze

whether Moveable

no

Total Developed Surface

117

sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

4 1/2"

Stroke

26"

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No.

2

Diameter

4 1/2"

Stroke

26"

Can one be overhauled while the other is at work

Feed Pumps

No. and size

10 9x6x10"

20 9 1/2 x 7 x 21"

Pumps connected to the

Main Bilge Line

No. and size

10 12x14x15"

10 9x6x10"

7 8x4 1/2 x 26"

How driven

Steam

M. Engines

Ballast Pumps, No. and size

1

12x14x15" Duplex

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

yes

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

6x9 Room

3" P.T.S.

Boiler Room

3" P.T.S.

6x11 Bilge

2 1/2" P.T.S.

In Holds, &c.

Nº1 3" P.T.S.

Nº2 3 1/2" P.T.S.

Nº3 3" P.T.S.

In Pump Room

Nº4 3" P.T.S.

Tunnel Well

2 1/2"

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

10 8"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

10 5"

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

Main below

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

yes

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

yes

What pipes pass through the deep tanks

Nº1 17 1/2"

Hold Bilges

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

top platform

MAIN BOILERS, &c.—(Letter for record

S)

Total Heating Surface of Boilers

7662

sq. ft.

Is Forced Draft fitted

yes

No. and Description of Boilers

2 SB & 1 aux SB

Working Pressure

220 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

yes

IS A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

yes

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

no

PLANS.

Are approved plans forwarded herewith for Shafting

no

Main Boilers

no

Auxiliary Boilers

no

Donkey Boilers

yes

Superheaters

1-2.40

General Pumping Arrangements

5.4.40

Oil fuel Burning Piping Arrangements

10.4.40

SPARE GEAR.

Has the spare gear required by the Rules been supplied

yes

State the principal additional spare gear supplied

1 Screw Shaft

1 C.I. propeller

2 Main Bearing Bolts & Nuts

1 Set of packing rings for HP piston

1 Set wearing parts for Piston rod gland

Spare gear as required for HP & MP poppet valves

for independent circulating, feed, ballast,

oil fuel transfer & aux condenser circulating pumps & oil fuel pumps

Suldry Spares for oil fuel System.

The foregoing is a correct description,

John Nall

DIRECTOR

Manufacturer.

00 8279-00 82 87 - 00 91

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