

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

13 NOV 1925

NEWCASTLE-ON-TYNE

Date of writing Report *10 25* When handed in at Local Office *10 25* Port of *NEWCASTLE-ON-TYNE*No. in Survey held at *South Shields*Date, First Survey *3rd April 1915* Last Survey *4th Nov 1925*

Reg. Book.

18872 on the *Steel Screw Steamer "EASTVILLE"*(Number of Visits *51*)Gross *3709.34*Net *2282.18*Built at *South Shields* By whom built *John Readhead & Sons, Ltd.*Yard No. *481*When built *1925*Engines made at *South Shields*By whom made *John Readhead & Sons, Ltd.*Engine No. *481*when made *1925*Boilers made at *South Shields*By whom made *John Readhead & Sons, Ltd.*Boiler No. *481*when made *1925*

Registered Horse Power

Owners *Messrs Balls & Stansfield*Port belonging to *Newcastle*Nom. Horse Power as per Rule *328*Is Refrigerating Machinery fitted for cargo purposes *No.*Is Electric Light fitted *Yes.*Trade for which Vessel is intended *General cargo.*

ENGINES, &c.—Description of Engines *Triple expansion, inverted, direct acting* Revs. per minute *63*
 Dia. of Cylinders *24 1/2 x 41 x 66* Length of Stroke *45"* No. of Cylinders *3* No. of Cranks *3*
 Crank shaft, dia. of journals as per Rule *12.7"* as fitted *13"* Crank pin dia. *13"* Mid. length breadth *1.8"* Thickness parallel to axis *9"*
 as fitted *13"* Crank webs Mid. length thickness *9"* Thickness around eye-hole *5 5/8"*
 Intermediate Shafts, diameter as per Rule *12.09"* as fitted *12.5"* Thrust shaft, diameter at collar as per Rule *12.7"* as fitted *13"*

Tube Shafts, diameter as per Rule *13.47"* as fitted *13 3/4"* Is the *tube* shaft fitted with a continuous liner *Yes*
 as fitted *13 3/4"* Is the *screw* shaft fitted with a continuous liner *Yes*

Bronze Liners, thickness in way of bushes as per Rule *.71"* as fitted *3/4"* Thickness between bushes as per Rule *.71"* as fitted *3/4"* 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*

Length of Bearing in Stern Bush next to and supporting propeller *4'-7"* Total Developed Surface *78.5* sq. feet
 Propeller, dia. *16'-6"* Pitch *16'-6"* No. of Blades *4* Material *C.I.* whether Movable *No.*

Feed Pumps worked from the Main Engines, No. *2* Diameter *3 1/2"* Stroke *24"* Can one be overhauled while the other is at work *Yes*
 Bilge Pumps worked from the Main Engines, No. *2* Diameter *4 3/8"* Stroke *24"* Can one be overhauled while the other is at work *Yes*

Feed Pumps { No. and size *One 6" x 4" x 6" Duplex* Pumps connected to the { No. and size *One (Ballast Pump) 8 x 8 x 8 Duplex*
 How driven *Steam* Main Bilge Line How driven *Steam*

Ballast Pumps, No. and size *One 8 x 8 x 8 Duplex* Lubricating Oil Pumps, including Spare Pump, No. and size *—*

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 *3 of 2 1/2" dia.*
 In Holds, &c. *Nº 1 Hold 2-3" dia. Nº 2 Hold 2-3" Nº 3 Hold 2-3" Nº 4 Hold 2-3"*

Main Water Circulating Pump Direct Bilge Suctions, No. and size *1-5 1/2"* Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *1-4 1/2"*

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 *Both*

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 are carried through the bunkers *None* How are they protected *—*

What pipes pass through the deep tanks *None* 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 *7*) Total Heating Surface of Boilers *5173* sq. ft.
 Is Forced Draft fitted *No* No. and Description of Boilers *2 Cyl. Multitubular* Working Pressure *180 lbs./sq. in.*

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

IS A DONKEY BOILER FITTED? *YES* If so, is a report now forwarded? *YES*

PLANS. Are approved plans forwarded herewith for Shafting *No* Main Boilers *YES* Auxiliary Boilers *NONE* Donkey Boilers *YES*

(If not state date of approval) Superheaters *NONE* General Pumping Arrangements *SEE HULL REPORT* Oil fuel Burning Piping Arrangements *NONE*

SPARE GEAR. State the articles supplied:—*2 Piston Rod bolts & nuts, 2 Connecting rod bolts & nuts, 2 Main Bearing bolts & nuts, 1 set Coupling Bolts, 1 set Feed and Bilge Pump Valves, A quantity of assorted bolts & nuts, 1 set Air pump Valves, 1 set Circ. pump Valves, 1 Propeller and Shaft.*

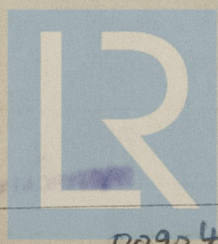
Water Capacity *54* Tons.

14.28. 19.20. 54.

The foregoing is a correct description,

FOR JOHN READHEAD & SONS, LIMITED

Manufacturer.

W. P. Deury, Eng. Manager.

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Lloyd's Register Foundation

009040-009049-0319

During progress of work in shops - - - 1925. April 3, 6, 15, 17, 20, 24, 29. May 1, 7, 12, 13, 15, 22, 25, 28. June 5, 9, 15, 29, 30. July 3, 6.
 10, 14, 15, 20, 27, 29, 31. Aug. 4, 7, 10, 12, 15, 17, 18, 20, 27, 29. Sep. 2, 3, 11, 16, 24. Oct. 7, 9, 12, 14, 22.
 During erection on board vessel - - - Nov. 3, 4.
 Total No. of visits 51.

Dates of Examination of principal parts—Cylinders 1-5-25 Slides 17-4-25 Covers 17-4-25
 Pistons 1-5-25 Piston Rods 1-5-25 Connecting rods 1-5-25
 Crank shaft 24-4-25/17-8-25 Thrust shaft 20-8-25 Intermediate shafts 20-8-25
 Tube shaft NONE Screw shaft 20-8-25 Propeller 4-8-25
 Stern tube 11-9-25 Engine and boiler seatings 7-10-25 Engines holding down bolts 14-10-25
 Completion of pumping arrangements 14-10-25 Boilers fixed 9-10-25 Engines tried under steam 14-10-25
 Main boiler safety valves adjusted 14-10-25 Thickness of adjusting washers Pat Boiler P 3/8" 5 7/16" Sit. Boiler P 7/16" 5 7/16"
 Crank shaft material Steel Identification Mark LK 15-7-25 Thrust shaft material Steel Identification Mark 20-8-25
 Intermediate shafts, material Steel Identification Marks MR 20-8-25 Tube shaft, material none Identification Mark 3-9-25
 Screw shaft, material Steel Identification Mark MR 20-8-25 Steam Pipes, material Copper Test pressure 360 lb/sq. in. Date of Test 12-10-25
 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 carrying and burning oil fuel 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. The machinery of this vessel has been surveyed during construction, and the materials and workmanship are good and in accordance with the requirements of the Rules and the approved plans. On completion it was submitted to a steam trial with satisfactory results, while the safety valves were adjusted to the working pressure. In our opinion, it is eligible to be classed with record + LMC 11-25 in the Reg. Sh.

It is submitted that
 this vessel is eligible for
 THE RECORD + LMC 11-25. CL.

Gms. [Signature]
 13/11/25.

The amount of Entry Fee ... £ 5 : - :
 Special ... £ 74 : 4 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 12 NOV 1925
 When received, 13/11/25

[Signature] Gammie Piton
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned - Lmb 11-25
 C.L.