

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report *Dec 21<sup>st</sup> 1929* When handed in at Local Office *Dec 21<sup>st</sup> 1929* Port of *GLASGOW*  
No. in Survey held at *Irvine* Date, First Survey *27. 8. 29* Last Survey *Dec<sup>r</sup> 14<sup>th</sup> 1929*  
Reg. Book. on the *S/S Charterhurst* (Number of Visits *5*)  
Built at *Irvine* By whom built *Ayrshire Dockyard Co Ltd* Yard No. *515* Tons { Gross *4965*  
Engines made at *Greenock* By whom made *Rankin & Blackmore Ltd.* Engine No. *435* when made *1930*  
Boilers made at *ditto* By whom made *ditto* Boiler No. *435* when made *1930*  
Registered Horse Power Owners *Charter Shipping Co* Port belonging to *Cardiff*  
Nom. Horse Power as per Rule *470* Is Refrigerating Machinery fitted for cargo purposes *no* Is Electric Light fitted *yes*  
Trade for which Vessel is intended *Foreign*

## ENGINES, &amp;c.—Description of Engines

Dia. of Cylinders Length of Stroke No. of Cylinders Revs. per minute  
No. of Cranks  
Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Mid. length thickness Thickness parallel to axis shrunk Thickness around eye-hole  
Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted  
Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { tube } shaft fitted with a continuous liner { screw }  
Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule 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  
Length of Bearing in Stern Bush next to and supporting propeller  
Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet  
Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work  
Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work  
Feed { No. and size Pumps connected to the { No. and size  
Pumps { How driven Main Bilge Line { How driven  
Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size  
Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room  
In Holds, &c.

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

## Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes  
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  
Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks  
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line  
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate  
What Pipes pass through the bunkers 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  
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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

## MAIN BOILERS, &amp;c.—(Letter for record ) Total Heating Surface of Boilers

Is Forced Draft fitted No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers  
(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



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Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

5

1929 Aug 27 Sep 5-11-19 Dec 17

Dates of Examination of principal parts—Cylinders

Slides

Covers

Pistons

Piston Rods

Connecting rods

Crank shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

Propeller

Stern tube

Engine and boiler seatings

15-9-29

Engines holding down bolts

Completion of fitting sea connections

19-9-29

Completion of pumping arrangements

Boilers fixed

Engines tried under steam

Main boiler safety valves adjusted

Thickness of adjusting washers

Crank shaft material

Identification Mark

Thrust shaft material

Identification Mark

Intermediate shafts, material

Identification Marks

Tube shaft, material

Identification Mark

Screw shaft, material

Identification Mark

Steam Pipes, material

Test pressure

Date of Test

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.)

The stern tube and sea connections have been securely fitted on board.

The vessel has proceeded to Greenock where machinery and boilers will be fitted

A.B.  
23/12/29.

Certificate to be sent to  
The Surveyors are requested not to write on or below the space for Committee's Minute(s).

The amount of Entry Fee ... £	:	:	When applied for,
Special ... £	:	:	11th MARCH 1930.
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £ 1 : 0 :	:	:	27th MARCH 1930.

Committee's Minute GLASGOW 18 MAR 1930

Assigned See Grk Rpt. No. 19163

D. C. Barr.

Engineer Surveyor to Lloyd's Register of Shipping.

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