

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 15 JUL 1936

Date of writing Report 11th July 1936. When handed in at Local Office 13th July 1936 Port of Dundee
 No. in Survey held at Dundee Date, First Survey 14th May Last Survey 6th July 1936
 Reg. Book. 71420 on the 5/5 "BLACKHEATH" Number of Visits 17
 Built at Dundee By whom built Baldon S & Co Ltd Yard No. 353 Tons { Gross 4637
 Engines made at Wallsend-on-Tyne By whom made N E Mas Eng Co Ltd Engine No. 2844 When made 1936
 Boilers made at Wallsend-on-Tyne By whom made N E Mas Eng Co Ltd Boiler No. 2844 When made 1936
 Registered Horse Power _____ Owners Britain S S Co Ltd Port belonging to London
 Nom. Horse Power as per Rule 404 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes
 Trade for which Vessel is intended ✓

ENGINES, &c.—Description of Engines.

Dia. of Cylinders _____ Length of Stroke _____ No. of Cylinders _____ Revs. per minute _____
 Crank shaft, dia. of journals as per Rule _____ Crank pin dia. _____ Crank webs _____ No. of Cranks _____
 Intermediate Shafts, diameter as per Rule _____ Thrust shaft, diameter at collars as per Rule _____
 Tube Shafts, diameter as per Rule _____ Screw Shaft, diameter as per Rule _____
 Bronze Liners, thickness in way of bushes as per Rule _____ Thickness between bushes as per Rule _____
 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 _____
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-5" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-7"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bozes yes
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-bozes, 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 except main injection Are they fitted with Valves or Cocks Both
 Are they sized sufficiently high on the ship's side to be seen without lifting the stokehold plates, main injection below E.R. floor plate, fitted with extended Are the Overboard Discharges above or below the deep water line all above, except main discharge
 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 none 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 yes worked from top platform

MAIN BOILERS, &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?
 Is the donkey boiler intended to be used for domestic purposes only not particulars see Hwe. Rpt. No 93815 If so, is a report now forwarded? _____
PLANS. Are approved plans forwarded herewith for Shafting _____ Main Boilers _____ Auxiliary Boilers _____ Donkey Boilers _____
 Superheaters _____ General Pumping Arrangements _____ Oil fuel Burning Piping Arrangements _____

SPARE GEAR.

Has the spare gear required by the Rules been supplied } see Hwe. Rpt. No 93815
 Is the principal additional spare gear supplied } _____

The foregoing is a correct description, ✓

Manufacturer. _____



W1177 - 0156

During progress of work in shops - - -
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits 17

1936. May 14. 19. 26. 29. June 4-11. 15. 22. 23. 24. 25. 26. 29. 30. July 1. 3. 6

Dates of Examination of principal parts—Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft Intermediate shafts
 Tube shaft Screw shaft in place 4/6/36 Propeller in place 4/6/36
 Stern tube in place 26/5/36 Engine and boiler seatings 26-5-36 Engines holding down bolts 25-6-36
 Completion of fitting sea connections 4-6-36 Boilers fixed 15-6-36 Engines tried under steam { 3-7-36 in Dock
 Completion of pumping arrangements 3-7-36 Thickness of adjusting washers { 6-7-36 at Sea
 Main boiler safety valves adjusted 3-7-36 { Port main P.V. 25/64" S.V. 7/16" Superheater 7/32"
 Crank shaft material Identification Mark Thrust shaft material Identification Mark { do. 1/4"
 Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark { P.V. 3/8" S.V. 13/32"
 Screw shaft, material Identification Mark Steam Pipes, material Steel Test pressure 660 lbs Date of Test { 22-6-36
 Is an installation fitted for burning oil fuel No ✓ Is the flash point of the oil to be used over 150°F. ✓ { 24-6-36
 Have the requirements of the Rules for the use of oil as fuel been complied with ✓ { 25-6-36
 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 ✓ { 26-6-36
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓ { 30-6-36
 Is this machinery duplicate of a previous case No ✓ If so, state name of vessel ✓ { 1-7-36

General Remarks (State quality of workmanship, opinions as to class, &c.)
 This Machinery - New Rpt N° 93815 - has been efficiently fitted on board, the materials & workmanship being sound & good. On completion of fitting on board, all safety valves were adjusted under steam, & accumulation tests were carried out with satisfactory results.
 The Machinery was tried out at sea under full power & working conditions. The Main Engines were satisfactory in all respects, but the steam supply to the steering engine & dynamo appeared to be restricted in some way. This has to be investigated & put in order. Extension spindles have to be fitted to the Main & Bilge Injection Valves. Straight tail pipes have to be fitted to the stokehold bilge suction. Various auxiliary pipes have to be clipped & lagged. The easing gear has to be fitted to all boilers, & the spare gear has to be checked on board. When the vessel is drydocked, the cone over the propeller shaft nut has to be fitted in place.
 The Newcastle Surveyors have been advised regarding the above items, in accordance with the letter attached hereto, & when they are satisfied only completed, the Machinery will, in my opinion be eligible to be classed in the Register Book with the notation of + I. M. C. 7-36, & the record C.L.

The amount of Entry Fee ... £ : :
 Special 1/5 L.M.C. £ 17 : :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :

When applied for, Collected by New Surveyors & admitted to Lerth.

John Houston
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 14 JUL 1936 FRI. 31 JUL 1936
 Assigned Deferred IP see New 94009

