

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. 71120 on the 5/5 "BLACKHEATH" Number of Visits 17
 Built at Dundee By whom built Baledon S & E Co Ltd Yard No. 353 Tons { Gross 4637
 Engines made at Wallsend-on-Tyne By whom made N E Mac Eng Co Ltd Engine No. 2844 When made 1936
 Boilers made at Wallsend-on-Tyne By whom made N E Mac Eng Co Ltd Boiler No. 2844 When made 1936
 Registered Horse Power 404 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.

Revs. per minute

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks
 Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Mid. length thickness shrunk Thickness parallel to axis 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 {
 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 functions 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
 Propeller, dia. Pitch 10 1/2 No. of Blades 4 Material steel whether Moveable no Total Developed Surface 1100 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 Pumps { No. and size How driven Pumps connected to the { No. and size How driven Main Bilge Line
 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 Eng. Room Port 1-3" Star 1-3" Stakehold Port 1-2 1/2" Star 1-2 1/2"
 In Pump Room Dry tank Port 1-2" Star 1-2" Tunnel 1-2 1/2" Holds, &c. No 1, Port 1-3" Star 1-3", No 2, Port 1-3" Star 1-3", No 3, Port 1-3" Star 1-3", No 4, Port 1-3" Star 1-3", No 5 Port 1-2 1/2" Centre 1-3" Star 1-2 1/2"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-7" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-5"
 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 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 spindle 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 see particulars see Hwe. Rpt. N° 93815 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.

Has the spare gear required by the Rules been supplied } see Hwe. Rpt. N° 93815
 Is the principal additional spare gear supplied }

The foregoing is a correct description,

Manufacturer.



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W1177 - 0156

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

Dates of Examination of principal parts—Cylinders
Pistons
Crank shaft
Tube shaft
Stern tube in place 26/5/36
Completion of fitting sea connections 4-6-36
Completion of pumping arrangements 3-7-36
Main boiler safety valves adjusted 3-7-36
Crank shaft material
Intermediate shafts, material
Screw shaft, material
Is an installation fitted for burning oil fuel No
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 No
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with
Is this machinery duplicate of a previous case No
General Remarks (State quality of workmanship, opinions as to class, &c.)

This Machinery - Hwc. 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 & work. 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. £ 47
Donkey Boiler Fee ... £
Travelling Expenses (if any) £

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

Committee's Minute GLASGOW 14 JUL 1936
Assigned Deferred

FRI. 31 JUL 1936
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