

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

WFO. 31 OCT. 1923

Date of writing Report 22 Oct 1923 When handed in at Local Office 30 Oct 1923 Port of WEST HARTLEPOOL  
 No. in Survey held at Hartlepool Date, First Survey 21 March Last Survey 19 Oct 1923  
 Reg. Book. 8877 on the S.S. "ELDON" MDS → 31st July (Number of Visits) 84 Gross 2925 Tons Net 1465  
 Built at Middlesbrough By whom built Furness S.B. Co. Ltd. Yard No. 48 When built 1923  
 Engines made at Hartlepool By whom made Richardsons Westgarth Engine No. 2641 when made 1923  
 Boilers made at ditto By whom made ditto Boiler No. 2641 when made 1923  
 Registered Horse Power 335 Owners Furness Wilby & Co. Ltd. Port belonging to Newcastle  
 Nom. Horse Power as per Rule 335 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

ENGINES, &c.—Description of Engines Triple expansion  
 Dia. of Cylinders 24-10-6 1/2 Length of Stroke 42" Revs. per minute 68 No. of Cylinders 3 No. of Cranks 3  
 Dia. of Crank shaft journals 12 1/2 as per rule 12 1/2 Dia. of Crank pin 13" Crank webs 19 1/2 Mid. length breadth 7 1/2 Thickness parallel to axis 7 1/2  
 Diameter of Thrust shaft under collars 12 1/2 as per rule 12 1/2 Diameter of Tunnel shaft 11 1/2 as per rule 11 1/2 Diameter of Screw shaft 13 3/8 as per rule 13 3/8 Is the Screw shaft  
 fitted with a continuous liner the whole length of the stern tube yes 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 joints burned yes If the liner does not fit tightly at the part  
 between the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive yes  
 If two liners are fitted, is the shaft lapped or protected between the liners. no Is an approved appliance fitted at the after end of the shaft to permit  
 it being efficiently lubricated no Length of Stern Bush 4-6 1/4 Diameter of Propeller 16-0"  
 Pitch of Propeller 17-0" No. of Blades 4 State whether Movable no Total Surface 84 square feet.  
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3 1/2 Stroke 27" Can one be overhauled while the other is at work yes  
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 3 1/2 Stroke 27" Can one be overhauled while the other is at work yes  
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 Feed 8 1/2 x 6 x 18. 1 General 7 x 5 x 8 duplex  
 No. and size of Pumps connected to the Main Bilge Line 2 Bilge 3 1/2 x 27. 2 Ballast 12 3/4 x 13 1/4 x 12" single  
 No. and size of Ballast Pumps 2 12 3/4 x 13 1/4 x 12. No. and size of Lubricating Oil Pumps, including Spare Pump 1  
 Are two independent means arranged for circulating water through the Oil Cooler yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room 3 of 2 1/2" and in Holds, &c. 2 of 2 1/2" in each.  
One of 3 1/2" in tunnel

No. and size of Main Water Circulating Pump Bilge Suctions 1 of 7" No. and size of Donkey Pump Direct Suctions 1 of 7"  
 Are the Engine Room Bilges Well 4" 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 connections with the sea direct on the skin of the ship yes Are they 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 Discharge Pipes above or below the deep water line above  
 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  
 How are they protected 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 Screw Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from Cylinder  
see ship report grating

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 5679 Working Pressure 180 lb  
 Forced Draft fitted no No. and Description of Boilers 2 single ended

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes, file 42831

PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes  
 (If not state date of approval)

General Pumping Arrangements no Oil fuel Burning Piping Arrangements no

SPARE GEAR. State the articles supplied:—2 piston rod bolts & nuts. 2 Connec. rod ditto 2 Main  
bearing ditto 1 set coupling bolts & nuts. 1 set feed. bilge. air. & general pump  
valves. 1 cent. circulating pump impeller shaft. 2 feed check valves.  
2 safety valve springs 6 condenser tubes 12 boiler tubes. Various  
spare parts for circulating engine.

The foregoing is a correct description,  
 For RICHARDSONS, WESTGARTH & Co. LIMITED.

L. D. Bayliss  
 DIRECTOR & JOINT GENERAL MANAGER.


Manufacturer.

W1217-0271

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Lloyd's Register  
 Foundation

Dates of Examination of principal parts - Cylinders	4931-5-23	Slides	31-5-23
Covers	5-6-23	Pistons	23-8-23
Connecting rods	5-7-23	Crank shaft	9-7-23
Tunnel shafts	18-9-23	Screw shaft	4-9-23
Stern tube	17-9-23	Engines and boiler seatings	5-10-23
Completion of pumping arrangements	19-10-23	Boilers fixed	5-10-23
Completion of fitting sea connections	5-11-23	Stern tube	2-10-23
Main boiler safety valves adjusted	19-10-23	Thickness of adjusting washers	P.F. $\frac{1}{2}$ " S $\frac{15}{32}$ " S P $\frac{1}{4}$ " S $\frac{9}{32}$ "
Material of Crank shaft	S.M. Ingot Steel	Identification Mark on Do.	6357. G.M.
Material of Thrust shaft	ditto	Identification Mark on Do.	6600. A.O. R.D.S.
Material of Tunnel shafts	ditto	Identification Marks on Do.	6608 C.K. 6610 C.K. 6622 A.O.
Material of Screw shafts	Lochfast Iron.	Identification Marks on Do.	6606 C.K. 6621 A.O. 6626 A.O.
Material of Steam Pipes	S.F.D. Copper.	Test pressure	360 lb
Is an installation fitted for burning oil fuel	no	Date of Test	5/11-10-23
Have the requirements of the Rules for carrying and burning oil fuel been complied with		Is the flash point of the oil to be used over 150°F.	✓
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. This vessel's machinery has been built and installed under Special Survey. The materials and workmanship are good. On completion it has been tried under full steam at moorings with satisfactory results. The vessel has returned to the builder's yard for completion. To complete the machinery survey the pumping connections of tanks and holds are to be completed, the margin plates and doors in well at the after end of the engine room are to be perforated and the spare gear put on board. On completion the vessel will be eligible to have the notation  L M C with date.

The Pumping connections to tanks and holds completed; Margin plates etc in well at after end of Engine Room perforated, and the spare Gear put on board rechecked. This machinery is now eligible, in our opinion, to have the notation ~~X~~ L.M.C. 11.23.

H. Forster

Middlebrough  
14.11.23

The amount of Entry Fee	...	£	5:	:	When applied for,
Special	...	£	75 :	5	30 Oct 1923
Donkey Boiler Fee	...	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	:	7. 11. 23

R. D. Shilston  
Engineer, Surrender to Lloyd

*Engineer Surveyor to Lloyd's Register of Shipping.*

Committee's Minute

Assigned + LMC 11.23.

FRI 23 MAY 1924

TUE. MAR. 11 1974