

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

19 SEP 1930

Date of writing Report 19 When handed in at Local Office 18/9/1930 Port of Newcastle-on-Tyne
 No. in Survey held at St. Peter's, Hebburn Date, First Survey 6 Feb/30 Last Survey 17 Sept 1930
 Reg. Book. on the Machinery for the single screw steamer "CERINTHUS" (Number of Visits 39.) Tons { Gross 3878
 Net 2318
 Built at Hebburn By whom built Hawthorn Leslie & Co. Ltd. Yard No. 544 When built 1930
 Engines made at St. Peter's By whom made Hawthorn Leslie & Co. Ltd. Engine No. 3448 When made 1930
 Boilers made at St. Peter's By whom made Hawthorn Leslie & Co. Ltd. Boiler No. 3448 When made 1930
 Registered Horse Power — Owners The Hadley S. S. Co. Port belonging to London
 Nom. Horse Power as per Rule 385 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes
 Trade for which Vessel is intended —

ENGINES, &c.—Description of Engines Three cylinder triple expansion Revs. per minute 110
 Dia. of Cylinders 20.33 x 55 Length of Stroke 39 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 10.99" Crank pin dia. 11.5" Crank webs Mid. length breadth 21.43" Thickness parallel to axis 5.25"
 as fitted 11.5" Mid. length thickness 4.43" Thickness around eye-hole 5.25"
 Intermediate Shafts, diameter as per Rule 10.44" Thrust shaft, diameter at collars as per Rule 10.99"
 as fitted 11" as fitted 11.5"
 Tube Shafts, diameter as per Rule — Screw Shaft, diameter as per Rule 11.63"
 as fitted — as fitted 12.25" Is the { tube } shaft fitted with a continuous liner { Yes
 { screw }
 Bronze Liners, thickness in way of bushes as per Rule 1.64" Thickness between bushes as per Rule 1.502"
 as fitted 1.41" as fitted 1.625" 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 —
 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 4-1"
 Propeller, dia. 14-0" Pitch 12-0" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 60 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 33/4" Stroke 16 1/2" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 33/4" Stroke 16 1/2" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 2-4 1/2 x 9 1/2 x 21 Pumps connected to the { No. and size 1-10 x 9 x 24
 { How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size 1-10 x 9 x 24 Lubricating Oil Pumps, including Spare Pump, No. and size None
 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 1-4" after Bilge Well 1-8" 1-1" 3" Suctions 1-2 1/2" 1-2 1/2" 1-2 1/2" 1-2 1/2"
 In Pump Room 1-2" In Holds, &c. 1-3 1/2" after peak 1-3 1/2" after peak 1-2 1/2" 1-2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-4 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 valves & cocks
 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 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
 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 — Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record 8) Total Heating Surface of Boilers 6510 sq. ft.
 Is Forced Draft fitted Yes No. and Description of Boilers 2 single ended Working Pressure 200 lbs. sq.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? —
 Is the donkey boiler intended to be used for domestic purposes only —

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)
 Superheaters — General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements —

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied

Please see attached list.

The foregoing is a correct description,

Manufacturer.

For R. & W. HAWTHORN, LESLIE & Co. Ltd.

R. & W. Hawthorn's Register
Foundation

W154-0090

1930

Feb. 6. 7. 13. 27. Mar. 11. 18. 20. 28. Apr. 3. 8. 15. 28. May 7. 13. 16. 30. June 20. July 7.
14. 16. 18. 24. 31. Aug. 6. 11. 12. 15. 18. 27. Sep. 2. 3. 4. 5. 8. 9. 11. 12. 16. 17.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

39.

Dates of Examination of principal parts—Cylinders 14. 4. 30 Slides 14. 4. 30 Covers 14. 4. 30
Pistons 14. 4. 30 Piston Rods 14. 4. 30 Connecting rods 14. 4. 30
Crank shaft 16. 4. 30 Thrust shaft 16. 4. 30 Intermediate shafts 16. 4. 30
Tube shaft - Screw shaft 16. 4. 30 Propeller 16. 4. 30
Stern tube 12. 8. 30 Engine and boiler seatings 2. 9. 30 Engines holding down bolts 8. 9. 30

Completion of fitting sea connections 12. 8. 30
Completion of pumping arrangements 16. 9. 30 Boilers fixed 2. 9. 30 Engines tried under steam 14. 9. 30
Main boiler safety valves adjusted 14. 9. 30

Thickness of adjusting washers
Crank shaft material Steel Identification Mark 3414 Thrust shaft material Steel Identification Mark 3603
Intermediate shafts, material Steel Identification Mark 3612 Tube shaft, material Identification Mark 16. 4. 30
Screw shaft, material Steel Identification Mark 16. 4. 30 Steam Pipes, material Steel Test pressure 600 lbs. Date of Test 8. 9. 30

Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes
Have the requirements of the Rules for the use of oil as fuel been complied with Yes
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 -
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 If so, state name of vessel 7/16" - 3/8" - 1 1/2" - 1 3/32"

General Remarks (State quality of workmanship, opinions as to class, &c. The Machinery has been built under special survey in accordance with the approved plans, the Rules of the Society and has been securely fitted on board the vessel, tried under full working conditions & found satisfactory. The workmanship & materials are of good quality throughout.

The Machinery of this vessel is eligible, in my opinion to have notation + L.M.C. 9-30. T.S.C.L.

It is submitted that this vessel is eligible for THE RECORD + L.M.C. 9.30 C.L. F.D
Fitted for oil fuel 9.30 F.P. above 150°F

CERTIFICATE WRITTEN 19/9/30

Fred. A. Ferguson
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 5 : - :
Special ... £ 82 : 12 : - :
Donkey Boiler Fee ... £ : - :
Travelling Expenses (if any) £ : - :
When applied for, 17.8.1930
When received, 22.9.1930

Committee's Minute

TUE. 23 SEP 1930

Assigned

+ L.M.C. 9:30 F.D. C.L.
Fitted for oil fuel 9:30 F.P. above 150°F

Newcastle-on-Tyne



© 2019 Lloyd's Register Foundation