

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-8 JAN 1930

Date of writing Report

When handed in at Local Office

7 JAN 1930

Port of *Sunderland*No. in Survey held at *Sunderland*
Reg. Book.Date, First Survey 17th April 29 Last Survey 7th Jan 1930
(Number of Visits 37)on the *S.S. "HADLEIGH"*Built at *Swanton Hill* By whom built *Furness & Co Ltd*

Yard No. 150

Gross Tons
Net Tons
When built 1930Engines made at *Sunderland*By whom made *Richardson's Westgarth*

Engine No. 2404

when made 1930

Boilers made at *Middlesbrough*By whom made *Do*

Boiler No. 2581

when made 1930

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule 527

Is Refrigerating Machinery fitted for cargo purposes *No*Is Electric Light fitted *Yes*Trade for which Vessel is intended *General*

ENGINES, &c.—Description of Engines

Triple expansion.

Revs. per minute 70

Dia. of Cylinders 16" 43" 73"

Length of Stroke 48"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 14.07"

as fitted 14.5"

Crank pin dia. 14 1/2"

Crank webs

Mid. length breadth 22"

shrunk

Thickness parallel to axis 8 3/4"

Intermediate Shafts, diameter

as per Rule 13.4"

as fitted 13 3/8"

Thrust shaft, diameter at collars

as per Rule 14.07"

as fitted 14 1/2"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 14.9"

as fitted 15 1/4"

Is the tube

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 7.55"

as fitted 7 1/8"

Thickness between bushes

as per Rule not

as fitted what

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

end of the tube shaft

No

Length of Bearing in Stern Bush next to and supporting propeller 5' 1 1/2"

Propeller, dia. 18' 0"

Pitch 17' 6"

No. of Blades 4

Material *Manganese*

whether Moveable

No

Total Developed Surface

101

sq. feet

Feed Pumps worked from the Main Engines, No. *NONE*

Diameter

Stroke

Can one be overhauled while the other is at work

No

Bilge Pumps worked from the Main Engines, No. *2*

Diameter

Stroke

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

How driven

PAIR 9 1/2" x 7 1/2" 8 1/2" x 8 1/2" 1. DUPLEX

Pumps connected to the

Main Bilge Line

No. and size

How driven

ONE 9" x 11" x 10" DUPLEX

How driven

Steam

Ballast Pumps, No. and size

ONE 9" x 11" x 10" DUPLEX

Lubricating Oil Pumps, including Spare Pump, No. and size

NONE

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps;—In Engine and Boiler Room

4 @ 3" 1 @ 2 1/2" COFFER DAM 2 @ 2 1/2" DRY TANK ONE @ 3" TUNNEL WELL

In Holds, &c.

No 1, 2 @ 3"; No 2, 2 @ 3 1/4"; No 3 2 @ 3"; No 4, 2 @ 3 1/2"

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

1 @ 8"

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

Are all Sea Connections fitted direct on the skin of the ship

Yes

Are they fitted with 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 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

Yes

What pipes pass through the deep tanks

Yes

Have they been tested as per Rule

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

Is the Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

worked from *top of main*MAIN BOILERS, &c.—(Letter for record *S*)

Total Heating Surface of Boilers

7570 sq. ft.

Is Forced Draft fitted

Yes

No. and Description of Boilers

*3 S.E. Smith**3 S.B.*

Working Pressure

*200 lbs.*IS A REPORT ON MAIN BOILERS NOW FORWARDED? *Yes*IS A DONKEY BOILER FITTED? *No*If so, is a report now forwarded? *No*

PLANS.

Are approved plans forwarded herewith for Shafting

No

Main Boilers

Yes

Auxiliary Boilers

No

Donkey Boilers

No

Superheaters

No

General Pumping Arrangements

No

Oil fuel Burning Piping Arrangements

No

SPARE GEAR.

State the articles supplied:—

2 connecting rods top end 2 connecting rods bottom end 2 main bearings 1 set of coupling bolts 1 set of feed & bilge pump valves, 2 quantities of drilled bolts & nuts 1 set of various sizes. 1 G.I. Propeller, 1 propeller shaft.

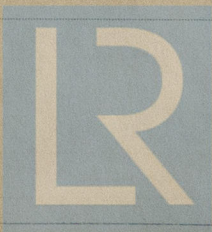
The foregoing is a correct description,

For RICHARDSONS, WESTGARTH & Co. LIMITED

Frederic H. Russell

Manufacturer.

MANAGER, SUNDERLAND WORKS.



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Lloyd's Register
Foundation

W178-0060

1929. Apr. 17, 25. May. 7, 30. June 7. July 3. Aug. 2, 15, 27, 29. Sep. 2, 5, 11, 12, 14, 17.
 25, 27. Oct. 1, 3, 15, 23. Nov. 1, 4, 6, 21, 25, 26, 27, 29, 30. Dec. 3, 4, 5, 10, 12. 1930. Jan. 7

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 37.

Dates of Examination of principal parts—Cylinders 30/5/29 Slides 2/8/29. Covers 3/7/29.
 Pistons 7/5/29. Piston Rods 4/6/29. Connecting rods 2/8/29.
 Crank shaft 29/8/29. Thrust shaft 27/8/29. Intermediate shafts 2/9/29.
 Tube shaft 2/9/29. Screw shaft 2/9/29. Propeller 5/9/29.
 Stern tube 11/9/29. Engine and boiler seatings 27/11/29. Engines holding down bolts 4/12/29.
 Completion of fitting sea connections 11/10/29 (made).
 Completion of pumping arrangements 12/12/29. Boilers fixed 25/11/29. Engines tried under steam 12/12/29.
 Main boiler safety valves adjusted 12/12/29. Thickness of adjusting washers PORT 3/4" CENTRE 5/8" STAR 5/8".
 Crank shaft material I. STEEL Identification Mark 2952 Thrust shaft material I. STEEL Identification Mark 2952
 Intermediate shafts, material I. STEEL Identification Marks 2952 Tube shaft, material I. STEEL Identification Mark 2952
 Screw shaft, material I. STEEL Identification Mark 2904 SPARE Steam Pipes, material L.W.S. Test pressure 600 LBS Date of Test 27/11/29
 Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150° F. -

Have the requirements of the Rules for carrying and burning oil fuel been complied with -
 Is this machinery duplicate of a previous case Yes If so, state name of vessel S. S. "EVERLEIGH"

General Remarks (State quality of workmanship, opinions as to class, &c. The engines & boilers of this vessel have been built under special survey & the materials & workmanship are good. On completion the machinery was tried under a full head of steam with satisfactory results.

The machinery throughout is now in a good & efficient condition & reliable in my opinion to have the notation R L M C - 1-30 and Tail shaft C.L. marked in the Society's Register Book.

It is submitted that this vessel is eligible for THE RECORD. + Linc 1-30 F.D. CL.

J. B. 13/1/30

The amount of Entry Fee ... £ 6-0-0: When applied for, 19
 Special Total £ 101-7-0
 Donkey Boiler Fee £ 40-10-0 (Paid)
 Travelling Expenses (if any) £ 60-16-7 When received, 28/2/30

Charlotte
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 21 JAN 1930
 Assigned + Linc 1-30 3D, L.