

List of

Rpt. 4.

No. 32139

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JUL 16 1937

Date of writing Report 19 When handed in at Local Office 10 July 1937 Port of Sunderland.

No. in Survey held at Sunderland. Date, First Survey Apr 9 Last Survey July 9 1937
Reg. Book. on the "BIDDLESTONE" (Number of Visits 14) Tons { Gross 4910 Net 3953

Built at Sunderland By whom built Short Bros Ld Yard No. 450 When built 1934

Engines made at Newcastle on Tyne By whom made White's Mar. Eng. Co. Ld Engine No. 110 When made 1934

Boilers made at Stockton By whom made Stockton Chem. Eng. & Rep. Co. Ld Boiler No. 6245/6 When made 1934

Registered Horse Power Owners The White Shipping Co Ld Port belonging to Newcastle.

Nom. Horse Power as per Rule 348. Is Refrigerating Machinery fitted for cargo purposes no. Is Electric Light fitted Ys.

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Please see nwe. Rpt. N° 95155 Propeller 64 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 Thickness parallel to axis

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 { screw }

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 Ys. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Ys.

If two liners are fitted, is the shaft lapped or protected between the liners Ys. Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft no. If so, state type Length of Bearing in Stern Bush next to and supporting propeller 4'-6"

Propeller, dia. 14'-7" Pitch 14'-12" (MEAN) No. of Blades 4 Material Bronze whether Movable no. Total Developed Surface 100 sq. feet

Feed Pumps worked from the Main Engines, No. none Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. none Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps No. and size one 6" x 8 1/2" x 13" + one rotary. Pumps connected to the Main Bilge Line No. and size two 10" x 11" x 10" 1 @ 6" x 6" x 6"

How driven Steam How driven Steam Lubricating Oil Pumps, including Spare Pump, No. and size one rotary.

Are two independent means arranged for circulating water through the Oil Cooler Ys. Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 3 @ 3" in E.R. 1 @ 2" Thrust room 1 @ 2 1/2" Cannel well.

In Pump Room cf: main Hold 3" p.r.s. cf: Hold 3" p.r.s. In Holds, &c. Free Hold 3" p.r.s. In main Hold 3 1/2" p.r.s.

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" 1 @ 4 1/2" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bones Ys.

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 Ys.

Are all Sea Connections fitted direct on the skin of the ship Ys. 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 Ys. Are the Overboard Discharges above or below the deep water line Below.

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Ys. Are the Blow Off Cocks fitted with a spigot and brass covering plate Ys.

What Pipes pass through the bunkers Cocks. In. large Suctions How are they protected hard Casings.

What pipes pass through the deep tanks none Have they been tested as per Rule Ys.

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Ys.

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 Ys. Is the Shaft Tunnel watertight Ys. Is it fitted with a watertight door Ys. worked from E.R. top gratings

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 4886 sq. ft.

Is Forced Draft fitted Ys. on main only. No. and Description of Boilers 1 Aux. 2 SB (sp) (main) Working Pressure 240 lbs/0"

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Ys. Middlesto. Rpts 15946, 15999.

IS AN DONKEY BOILER FITTED? Ys. If so, is a report now forwarded? Ys.

Is the donkey boiler intended to be used for domestic purposes only Ys.

PLANS. Are approved plans forwarded herewith for Shafting (Nwe.) Ys. Main Boilers Ys. Auxiliary Boilers Ys. Donkey Boilers Ys.

Superheaters (Manchester) General Pumping Arrangements Ys. Oil fuel Burning Piping Arrangements Ys.

SPARE GEAR.

Has the spare gear required by the Rules been supplied Ys. Please see Nwe. Rpt. N° 95155.

State the principal additional spare gear supplied

The foregoing is a correct description,

Arthur White for White's Marine Engineering Co. Ltd. Manufacturer.



© 2020

Lloyd's Register Foundation

W 188 - 0018

NOTE.—The records which do not apply should be deleted.

During progress of work in shops - - -
 Dates of Survey while building - - -
 During erection on board vessel - - -
 Total No. of visits 14

Dates of Examination of principal parts - Cylinders ✓ Slides ✓ Covers ✓
 Pistons ✓ Piston Rods ✓ Connecting rods ✓
 Crank shaft ✓ Thrust shaft 22/3/34 (Hull) Intermediate shafts (Hull) 22/3/37, 30/3/37, 19/4/37, 22/4/37
 Tube shaft ✓ Screw shaft 19/4/34 (Hull) Propeller 18/5/34
 Stern tube 4/5/34 Engine and boiler seatings 9/4/34, 18/5/34 Engines holding down bolts 30/6/34
 Completion of fitting sea connections 9/4/34 Boilers fixed 30/6/34 Engines tried under steam 6/7/34
 Completion of pumping arrangements 6/4/34 Thickness of adjusting washers 30/6/34
 Main boiler safety valves adjusted 5/4/34 Crank shaft material Ingot Steel Identification Mark Nos 2503, 2504, 2505, 2528 Thrust shaft material Ingot Steel Identification Mark 22.3.34 D.L.H.C.
 Intermediate shafts, material Ingot Steel Identification Marks 2529, 2530 Tube shaft, material Ingot Steel Identification Mark 22.3.34 D.L.H.C.
 Screw shaft, material Ingot Steel Identification Mark 19.4.34 Steam Pipes, material S.D. Steel Test pressure 420 lb Date of Test 1/6/34
 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 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 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 not desired.
 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 machinery has now been securely fitted on board the vessel & tried under working conditions alongside Quay with Satisfactory results.

The machinery is now eligible in my opinion to have notation L.M.C. Y. 34 of T.S.(CL) in the Register Books.

Certificate to be sent to Newcastle

The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £	:	:	When applied for,
Special	£	15 9	at Newcastle
Donkey Boiler Fee	:	:	When received,
Travelling Expenses (if any) £	:	31.7 19	

See also Time 95155 4/8

J. Fraser
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + LMC 7.37 288 (8pt) 1 Ann

