

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 17033
18 JUL 1931

Report 13.4.31.10 When handed in at Local Office Middlesbrough 22-4-1931 Port of Hartlepool
 Survey held at Hartlepool Date, First Survey 15 Sept/30 Last Survey 22 April 1931
 the Twin Screw S. "VESTFOLD" Yard No. 189
 made at Hartlepool By whom built Furness S B Co Ltd Engine No. 2677
 made at ditto By whom made Richardsons Westgarth & Co Ltd Boiler No. 2677 when made 1931
 Owners HVALFANGERAKTIESELSKAPET VESTFOLD Port belonging to Sandefjord
 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes

which Vessel is intended Whaling, ocean going.
 Description of Engines Twin screw, quadruple expansion. Revs. per minute 96
 Cylinders 20 1/2 - 29 1/2 - 42 1/2 - 62 Length of Stroke 45 No. of Cranks 8
 dia. of journals as per Rule 13.04 as fitted 13 1/2 Crank pin dia. 13 1/2 Mid. length breadth 19 3/4 Thickness parallel to axis 8 1/2
 as per Rule 13.04 as fitted 13 1/2 Crank webs Mid. length thickness 8 1/2 Thickness around eye-hole 5 3/4
 Main Shafts, diameter as per Rule 12.42 as fitted 13 1/2 Thrust shaft, diameter at collars as per Rule 13.04 as fitted 13 1/2
 Is the tube screw shaft fitted with a continuous liner Yes
 Liners, thickness in way of bushes as per Rule .716 as fitted 3/4 Thickness between bushes as per Rule .538 as fitted 9/16 Is the after end of the liner made watertight in the boss yes
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner yes
 Does the liner 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 yes
 If liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube 59 1/2
 Propellers, dia. 15-6 Pitch 14-0 No. of Blades 4 Material Cast steel whether Moveable no Total Developed Surface 85 sq. feet
 Pumps worked from the Main Engines, No. 2 Diameter 15 1/2 x 11 1/2 x 24 Stroke 18 Can one be overhauled while the other is at work yes
 Pumps worked from the Main Engines, No. 1 Diameter 15 1/2 x 11 1/2 x 24 Stroke 18 Can one be overhauled while the other is at work yes
 How driven Steam No. and size 1 Bilge 10 1/2 x 12 x 18 1 Ball 13 1/2 x 16 x 26
 How driven Steam Lubricating Oil Pumps, including Spare Pump, No. and size 1 13 1/2 x 10 x 26 Suctions, connected to both Main Bilge Pumps and Auxiliary yes
 No independent means arranged for circulating water through the Oil Cooler yes
 Pumps; In Engine and Boiler Room 3 of 3 1/2" dia
 Pumps; In W.T. Flat over 7 ft. deep tanks

Water Circulating Pump Direct Bilge Suctions, No. and size 2 of 8" Independent Power Pump Direct Suctions to the Engine Room Bilges, 2 of 8"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes Hats with perforated covers
 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 they fitted with Valves or Cocks both
 Are the Overboard Discharges above or below the deep water line above
 Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 How are they protected None
 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 Shaft Tunnel watertight None Is it fitted with a watertight door worked from

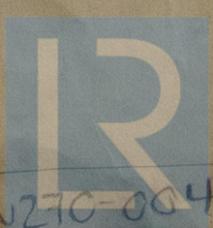
MAIN BOILERS, &c. - (Letter for record S) Total Heating Surface of Boilers 14,800 sq. ft.
 Forced Draft fitted yes No. and Description of Boilers 5 single ended Working Pressure 265 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 If so, is a report now forwarded? yes
 IS A DONKEY BOILER FITTED? no
 Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval) Oil fuel Burning Piping Arrangements yes
 Superheaters yes General Pumping Arrangements yes

SPARE GEAR. State the articles supplied: - 2 Bolts + nuts for con. rod top ends. 2 ditto bottom ends
2 ditto main bearings 1 set coupling ditto. 1 set piston springs. 1 piston rod. 1 slide
rod. 1 eccentric strap 1 pair crank pin bearings. 1 propeller shaft. 2 propellers 1 set of
valves + seats for feed, bilge, ballast, sanitary + fresh water pumps. 1 steam chest
for feed pumps. 59 condenser tubes. For circ. cont. pump 1 impeller + shaft.
1 top end + 1 bottom end bearing. + 1 set piston rings. 115 boiler tubes.
2 safety valve springs. Bolts + nuts assorted, + iron assorted.
2 con. rod top end bearings. 1 set air pump valves. 6 piston bolts + nuts.
Various spare parts for oil burning units + fan engine.

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

W. E. Koveridge
 LOCAL DIRECTOR

Manufacturer



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 Lloyd's Register
 Foundation

W270-0046

Dates of Survey while building

During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits

1930: Sep. 15, 16, 17, 20, 22, 24, 29, Oct. 1, 2, 7, 8, 9, 12, 17, 20, 21, 22, 24, 27, 28, 30, 31, Nov. 3, 5, 6, 7, 10, 11, 12, 13, 1930: Dec. 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 15, 16, 17, 18, 19, 22, 23, 24, 29, 30, 31, 1931: Jan. 5, 6, 7, 8, 9, 12, 13, 15, 16, 19, 20, 21, 22, 23, 26, 28, 29, 30, 1931: Feb. 1, 2, 3, 4, 5, 6, 9, 10, 12, 17, 22, 25, 30, 31, Apr. 7, 13, 14, 15, 16, 17, 20, 21, 22

1930: Oct. 31, 1931: Jan. 7, 9, Mar. 16, 26, Apr. 13, 22, May 5, 11, 18, 19, 20, 27, 29, Jun. 2, 2, 5, 8, 10, 12, 16

Dates of Examination of principal parts—Cylinders 28.10.30—11.2.31. Slides 22.12.30—24.2.31. Covers 27.11.30—8.1.31.
 Pistons 20.10.30—19.2.31. Piston Rods 10.11.30—22.1.31. Connecting rods 10.11.30—19.2.31.
 Crank shaft 11.9.30—13.1.31. Thrust shaft 21.2.30—16.2.31. Intermediate shafts 20.1.31—4.3.31.
 Tube shaft ✓ Screw shaft 16.1.31—4.3.31. Propeller 3.2.31—26.2.31.
 Stern tube 12.12.30—4.3.31. Engine and boiler seatings 5.5.31. Engines holding down bolts 16.6.31.
 Completion of fitting sea connections 16.3.31.
 Completion of pumping arrangements 26.6.31. Boilers fixed 5.5.31. Engines tried under steam 16.7.31.
 Main boiler safety valves adjusted 26.6.31. Thickness of adjusting washers Port aft bolt 1/32. Centre aft p. 3/32. Port fore? bolt 3/32. S. J. BULLA
 Crank shaft material S.M.S. Steel Identification Mark 6506H. Thrust shaft material S.M.S. Steel Identification Mark
 Intermediate shafts, material S.M.S. Steel Identification Marks 4467.R.W.F. Tube shaft, material ✓ Identification Mark
 Screw shaft, material S.M.S. Steel Identification Mark 4442.R.W.F. 4454.R.W.F. Weldless ✓ Test pressure 800lbs. Date of Test
 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
 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 under Special Survey. The material and workmanship are good. The boilers have been tested and found tight. The engines and boilers have been forwarded to Middlesbrough for fitting on board.

On completion this vessel's machinery will be eligible in my opinion to have the notation LMC with

This machinery has been securely fitted aboard under special and in accordance with the Rules and is, in my opinion, eligible for classification with notation +L.M.C. T.31.

P. J. Mann
 Indl.

4/5 Npl £99-18-0
 4/5 Indl £24-19-0

The amount of Entry Fee ... £ 6 : 0 :
 Special Appl. 99-18-0 Indl 24-19-0 } £ 124 : 17 :
 Donkey Boiler Fee ... £ - : - :
 Travelling Expenses (if any) £ : : 22-7-31

R. D. Shilston
 Engineer Surveyor to Lloyd's Register of

Committee's Minute FRI. 24th JUL 1931

Assigned

+ L.M.C. 7.31
 Fitted for oil fuel 7.31 F.P. above 150°F
 C.L. F.D.

