

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 6 DEC 1929

of writing Report 5. 12. 1929 When handed in at Local Office 5. 12. 1929 Port of MIDDLESBROUGH.
 in Survey held at STOCKTON Date, First Survey 7 June Last Survey 4. 12. 1929
 Book 89 on the ss. "GLOFIELD"
 at Thornaby on Tees By whom built Craig, Taylor & Co. Ltd. Yard No. 226. Tons { Gross 4576
 Net 2765.
 When built 1929
 Lines made at Stockton By whom made Blair & Co (1926) Ltd. Engine No. 1984 when made 1929
 Boilers made at do. By whom made do. Boiler No. 1984 when made 1929
 Indicated Horse Power Owners Globe Shipping Co. Ltd. Port belonging to Cardiff
 Horse Power as per Rule 417 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes.
 For which Vessel is intended

INES, & Co. - Description of Engines Triple Expansion Revs. per minute 64.
 of Cylinders 25 1/2" 42" 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Main shaft, dia. of journals as per Rule 13.36" Crank pin dia. 14 3/4" Crank webs Mid. length breadth 2'-0" Thickness parallel to axis 9 1/2"
 as fitted 14 1/4" Mid. length thickness 9 1/2" Thickness around eye-hole 6 3/4"
 Intermediate Shafts, diameter as per Rule 12.73" Thrust shaft, diameter at collars as per Rule 13.36"
 as fitted 13 3/4" as fitted 14 3/4"
 Shafts, diameter as per Rule 14.18" Is the shaft fitted with a continuous liner Yes.
 as fitted 15 3/4"
 Liners, thickness in way of bushes as per Rule 6.4" Thickness between bushes as per Rule 9.4" Is the after end of the liner made watertight in the
 as fitted 3.4" as fitted 9.4"
 Ter 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.
 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 Yes.
 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
 No. If so, state type Yes. Length of Bearing in Stern Bush next to and supporting propeller 6'-1"
 Propeller, dia. 17'-6" Pitch 17'-6" No. of Blades 4 Material G.I. whether Moveable No Total Developed Surface 100 sq. feet
 Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 34" Can one be overhauled while the other is at work Yes.
 Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 34" Can one be overhauled while the other is at work Yes.
 No. and size 2-7" x 9 1/2" x 21" Weir's Steam pumps connected to the Main Bilge Line No. and size 1-10" x 11" x 10" Lamont Duplex
 How driven 1-7" x 5" x 8" Lamont Duplex How driven Steam
 Main Pumps, No. and size 1-10" x 11" x 10" Duplex Lubricating Oil Pumps, including Spare Pump, No. and size
 No independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps; - In Engine and Boiler Room 3-3" & 1-3" in Tunnel
 Suctions, &c. No. 1: 2-3"; No. 2: 2-3 1/2"; No. 3: 2-3"; No. 4: 2-3"; No. 4 Hold well: 1-3"

Water Circulating Pump Direct Bilge Suctions, No. and size 1-7" 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.
 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.
 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.
 Pipes pass through the bunkers No. Bilge suction How are they protected Wood ceiling
 Pipes pass through the deep tanks Have they been tested as per Rule Yes.
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes.
 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 Yes Is it fitted with a watertight door Yes. worked from Indicator Platform
 N. BOILERS, & Co. - (Letter for record S.) Total Heating Surface of Boilers 7080 sq. ft. ER.
 Forced Draft fitted No. No. and Description of Boilers 3 S.B. Working Pressure 180 lbs.

1 REPORT ON MAIN BOILERS NOW FORWARDED? Yes.
 1 DONKEY BOILER FITTED? No. If so, is a report now forwarded? Yes.
 INS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes.
 (If not state date of approval)
 General Pumping Arrangements 11.4.27 Oil fuel Burning Piping Arrangements Yes.

ARE GEAR. State the articles supplied: - As per Rules + 1 tail shaft; 1 propeller; 1 main check
 valve; 1 donkey check valve; 1 set air pump valves; 1 set ballast pump valves; 1 set bucket
 and piston rings for G.S. pump; 1 suction & 1 discharge valve and seat for G.S. pump;
 1 set H.P. piston rings and springs; 12 pin ring bolts and nuts; 1 set ring & springs
 for United States Packing for H.P. & M.P. piston rods and H.P. valve spindle; quantity
 boiler tubes, condenser tubes and ferrules, gland and cover studs & firebars.

The foregoing is a correct description,
 For BLAIR & CO. (1926) LIMITED.

Secretary

Manufacturer.



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Lloyd's Register
 Foundation

W328-0196

During progress of work in shops -- 1929, Jun 7, 10, 14, 19, 21, 27, Jul 8, 9, 11, 15, 18, 23, 26, 31, Aug 16, 26, 27, Sep 3, 6, 11, 12, 21, 23, 26, 30, Oct 5, 18, 16
 Dates of Survey while building During erection on board vessel -- Oct 21, 25, Nov 7, 14, 20, 28, Dec 2, 4
 Total No. of visits 26

Dates of Examination of principal parts—Cylinders 6.9.29 Slides 6.9.29 Covers 6.9.29
 Pistons 6.9.29 Piston Rods 26.8.29 Connecting rods 26.8.29
 Crank shaft 6.9.29 Thrust shaft 6.9.29 Intermediate shafts 24.9.29
 Tube shaft ✓ Screw shaft 16.10.29 Propeller 16.10.29
 Stern tube 16.10.29 Engine and boiler seatings 7.11.29 Engines holding down bolts 20.11.29
 Completion of fitting sea connections 21.10.29
 Completion of pumping arrangements 2.12.29 Boilers fixed 20.11.29 Engines tried under steam 4.12.29
 Main boiler safety valves adjusted 20.11.29 Thickness of adjusting washers Port $\frac{3}{8}$ p. $\frac{11}{32}$ S. Centre, Star. all $\frac{11}{32}$
 Crank shaft material Steel Identification Mark LLOYDS No 20848 6.9.29 P.T.B. Thrust shaft material Steel Identification Mark LLOYDS No 20335 6.9.29 P.T.B.
 Intermediate shafts, material Steel Identification Marks LLOYDS No 639 M 24.9.29 P.T.B. Tube shaft, material Identification Mark ✓
 Screw shaft, material Iron Identification Mark LLOYDS No 651 6.10.29 P.T.B. Steam Pipes, material Steel Test pressure 540 lbs. Date of Test 21.8.29
 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 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 ✓
 Is this machinery duplicate of a previous case Yes If so, state name of vessel S.S. "GLOCLIFFE"

General Remarks (State quality of workmanship, opinions as to class, &c.)

The materials and workmanship are good.

This machinery has been built under special survey in accordance with the Rules and Approved Plan and securely fitted aboard.

At the conclusion of the trial trip, on which the machinery worked satisfactory, the engine main stop valve could not be shut off. On opening the valve it was found that a $\frac{3}{4}$ " steel bolt was jammed between the lower valve and its seat, indenting the seating and slightly buckling the valve. These parts were lined up as far as possible and arrangements made for a new valve and seat to be fitted at Swansea, at which port the vessel will load. The Swansea Surveyors have been advised as per copy of letter attached.

When the new valve and seat have been fitted the machinery of this vessel will be, in my opinion, eligible for classification with record + L.M.C. 12.29.

The amount of Entry Fee ... £ 5-0-0 When applied for, 5 Dec 1929
 Special ... £ 87-11-0
 Donkey Boiler Fee ... £ : : When received, 13.12.29
 Travelling Expenses (if any) £ : :

Committee's Minute

Assigned

TUE. 31 DEC 1929

P. J. Maun.
 Engineer Surveyor to Lloyd's Register of Shipping.
 FRI. 3 JAN 1930
 LLOYD'S REGISTER FOUNDATION
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 See Sw. 4/1 No 18452
 CERTIFICATE WRITTEN
 C.L.