

# 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  
 on the sc. "GLOFIELD" (Number of Visits 36)  
 at Thornaby on Tees By whom built Craig, Taylor & Co. Ltd. Yard No. 226. 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  
 Rated 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

**ENGINES, &c.**—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  
 Crank 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 shrunk 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 no screw shaft fitted with a continuous liner Yes  
 as fitted 15 3/4  
 Liners, thickness in way of bushes as per Rule 47 Thickness between bushes as per Rule 64 Is the after end of the liner made watertight in the  
 as fitted 3 3/4 as fitted 9 1/16  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes  
 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 no  
 If so, state type no Is an approved Oil Gland or other appliance fitted at the after end of the tube no  
 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  
 Bilge 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 no 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,  
 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  
 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  
 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 for bilge suction How are they protected wood ceiling  
 pipes pass through the deep tanks no Have they been tested as per Rule no  
 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  
ER.

**BOILERS, &c.**—(Letter for record S.) Total Heating Surface of Boilers 7080 Working Pressure 180 lbs.  
 forced Draft fitted No. No. and Description of Boilers 3 SB.  
 1 REPORT ON MAIN BOILERS NOW FORWARDED? Yes.  
 1 DONKEY BOILER FITTED? no. If so, is a report now forwarded? no  
 Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers no Donkey Boilers no  
 (If not state date of approval)  
 General Pumping Arrangements 11.4.27. Oil fuel Burning Piping Arrangements no

**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 pins ring bolts and nuts; 1 set rings & 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 & fuelbars.

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

Manufacturer.



© 2021  
 Lloyd's Register  
 Foundation

W328-0196

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

During progress of work in shops - - -

Dates of Survey while building

During erection on board vessel - - -

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 639M 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 tried 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,

Special ... £ 87-11-0 5 Dec 1929

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £ : : 13.12.29

ASPM

P. J. Maun.  
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 3 JAN 1930

TUE. 31 DEC 1929

Committee's Minute

Assigned

See Sw. 2/1 No 18452  
12.29  
CERTIFICATE WRITTEN



© 2021 Lloyd's Register Foundation

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