

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

6 FEB 1929

Date of writing Report

When handed in at Local Office

5 FEB 1929 Port of *Sunderland*No. in Survey held at *Sunderland*
Reg. Book.Date, First Survey *24 May '28* Last Survey *4 Feb 1929*
(Number of Visits *54*)

on the

*S.S. ASHLEA*Built at *Sunderland*

By whom built

*Li John Priestman & Co*Yard No. *291*Tons { Gross *4222*Net *2532*

When built

*1929*Engines made at *Sunderland*

By whom made

*George Clark Ltd.*Engine No. *1161*

when made

*1929*Boilers made at *Do.*

By whom made

*Do*Boiler No. *1161*

when made

1929

Registered Horse Power

Owners

Huffield Shipping Co Ltd.

Port belonging to

*Newcastle*Nom. Horse Power as per Rule *375*Is Refrigerating Machinery fitted for cargo purposes *No.*Is Electric Light fitted *Yes*

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines *Triple expansion.*Revs. per minute *73*Dia. of Cylinders *25" 41" 69"* Length of Stroke *48"* No. of Cylinders *3*No. of Cranks *3*Crank shaft, dia. of journals *as per Rule 13.2.3*

Crank webs

Mid. length breadth 10"

shrink

Thickness parallel to axis *8 1/2"*Intermediate Shafts, diameter *as per Rule 13.2.3*Thrust shaft, diameter at collars *as per Rule 13.2.3**as fitted 13 1/2"*Tube Shafts, diameter *as per Rule*Screw Shaft, diameter *as per Rule 14.042"**as fitted 14 1/2"*

Is the { tube }

shaft fitted with a continuous liner { *Yes* }Bronze Liners, thickness in way of bushes *as per Rule 72"**as fitted 3 1/4"*Thickness between bushes *as per Rule**as fitted*

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 *—*

Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft *No.* Length of Bearing in Stern Bush next to and supporting propeller *4-10"*Propeller, dia. *17-6"* Pitch *17-3"* No. of Blades *4*Material *Cast Iron*whether Movable *No.*Total Developed Surface *98.5* sq. feetFeed Pumps worked from the Main Engines, No. *2*Diameter *3 1/2"*Stroke *26"*Can one be overhauled while the other is at work *Yes.*Bilge Pumps worked from the Main Engines, No. *2*Diameter *4 1/2"*Stroke *26"*Can one be overhauled while the other is at work *Yes.*Feed Pumps { No. and size *1 @ 7 1/2" x 5" x 6"*Pumps connected to the { No. and size *1 Ballast 9" x 10" x 10"*Main Bilge Line { How driven *Steam*Ballast Pumps, No. and size *1 @ 9" x 10" x 10"*Lubricating Oil Pumps, including Spare Pump, No. and size *None.*

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

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room *4 @ 2 1/2" 1 @ 2 1/2" Tunnel Well.*In Holds, &c. *No. 1, 2 @ 3" No. 2, 2 @ 3 1/2" No. 3, 2 @ 3" No. 4, 2 @ 3"*Main Water Circulating Pump Direct Bilge Suctions, No. and size *1 @ 7 1/2"* 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*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 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 *—*What pipes pass through the deep tanks *None.*Have they been tested as per Rule *—*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 *Yes*Is the Shaft Tunnel watertight *Yes*Is it fitted with a watertight door *Yes*worked from *By Run Platform*MAIN BOILERS, &c.—(Letter for record *S*) Total Heating Surface of Boilers *6009*Is Forced Draft fitted *No*No. and Description of Boilers *Three by Smith S.E.*Working Pressure *180 lbs.*IS A REPORT ON MAIN BOILERS NOW FORWARDED? *Yes.*IS A DONKEY BOILER FITTED? *No*If so, is a report now forwarded? *—*PLANS. Are approved plans forwarded herewith for Shafting *Yes.*Main Boilers *Yes*Auxiliary Boilers *—*Donkey Boilers *—*

(If not state date of approval)

Superheaters *—*General Pumping Arrangements *Yes*Oil fuel Burning Piping Arrangements *—*SPARE GEAR. State the articles supplied:—*2 connecting Rod top end 2 connecting Rod bottom end**bolts & nuts. 2 main bearing bolts, 1 set coupling bolts, 1 set feed & bilge**pump valves, 1 set safety valve springs, 2 quantities of assorted bolts &**nuts & iron of various sizes, 1 set of air & circulating pump valves**condenser tubes, 8 plain boiler tubes, 1 C.I. Propeller.*

The foregoing is a correct description,

FOR GEORGE CLARK LIMITED.

W. B. Brown

Manufacturer.



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Lloyd's Register

W421-0016

Foundation

1928 May. 24, 31. June. 19. July. 4, 6, 12, 30. Aug. 9, 18, 20, 24, 28. Sep. 5, 18, 21, 25, 28.
Oct. 3, 8, 10, 11, 12, 15, 16, 17, 18, 21, 24, 30. Nov. 2, 5, 6, 8, 9, 12, 13, 16, 20, 26, 28, 30. Dec. 5, 7, 12, 14, 18, 19, 20, 27.
29. Jan. 5, 9, 15. Feb. 4

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits 54

Dates of Examination of principal parts—Cylinders 21/10/28 Slides 16/10/28. Covers 25/9/28.
Pistons 12/10/28. Piston Rods 12/10/28. Connecting rods 15/10/28.
Crank shaft 2/11/28 Thrust shaft 18/10/28 Intermediate shafts 28/11/28
Tube shaft 2/11/28 Screw shaft 2/11/28 Propeller 24/10/28.
Stern tube 5/11/28 Engine and boiler seatings 19/12/28. Engines holding down bolts 27/12/28.
Completion of fitting sea connections 5/12/28
Completion of pumping arrangements 5/1/29 Boilers fixed 28/12/28. Engines tried under steam 5/1/29
Main boiler safety valves adjusted 5/1/29 Thickness of adjusting washers PORT 5 7/8" CENTRE 5 1/2" STARBOARD 5 1/2"
Crank shaft material I. STEEL Identification Mark 1405 MK Thrust shaft material I. STEEL Identification Mark 1641 MK
Intermediate shafts, material I. STEEL Identification Marks 563, 1597 Tube shaft, material I. STEEL Identification Mark 1640 MK
Screw shaft, material I. STEEL Identification Mark 1640 MK Steam Pipes, material L.W. STEEL Test pressure 540 LBS Date of Test 30/11/28
Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. No
Have the requirements of the Rules for carrying and burning oil fuel been complied with No
Is this machinery duplicate of a previous case No If so, state name of vessel No

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 they were tried under a full head of steam with satisfactory results. The machinery throughout is now in a good & efficient condition & eligible in my opinion to have the notation L.M.C.-2-29 & T.S.C.L. marked in the Lloyd's Register Book.

It is submitted that this vessel is eligible for THE RECORD.

L.M.C. 2.29 C.L.

4/2/29

The amount of Entry Fee ... £ 5-0-0 When applied for, 25 Jan 1929
Special ... £ 81-5-0
Donkey Boiler Fee ... £ : : When received, 28.2.29
Travelling Expenses (if any) £ : :
1929

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

12 FEB 1929

Assigned

L.M.C. 2.29 C.L.



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