

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 15760

Date of writing Report 15.3.1928 When handed in at Local Office 15.3.1928 Port of Grimsby
 No. in Survey held at Grimsby Date, First Survey 21.12.27 Last Survey 12.3.1928
 Reg. Book. on the S.S. TOTNES (ON LEASE OF DURHAM) (Number of Visits 10)
 Built at Riedrecht By whom built Scheps. Baanhoek & J. T. Kelderly Yard No. Tons { Gross 313
 Engines made at Hull By whom made Amos & Smith Engine No. When built 1918
 Boilers made at Stockton By whom made Riley Bros (Barnsley) Boiler No. 5810 when made 1928
 Registered Horse Power Owners J. & C. Wilton & Co. Ltd Port belonging to London
 Nom. Horse Power as per Rule 44 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted no
 Trade for which Vessel is intended Coasting

ENGINES, &c.—Description of Engines Tri-Compound (See Hull Rpt. No. 13309) Revs. per minute 125
 Dia. of Cylinders 10" x 17" x 28" Length of Stroke 21" No. of Cylinders three No. of Cranks three
 Crank shaft, dia. of journals as per Rule 5.47" Crank pin dia. 5 3/4" Crank webs Mid. length breadth 10 3/4" Thickness parallel to axis 3 3/4"
 as fitted 5 3/4" Mid. length thickness 3 3/4" shrunk Thickness around eye-hole 2 1/2"
 Intermediate Shafts, diameter as per Rule 3.78 Thrust shaft, diameter at collars as per Rule 5.64
 as fitted none fitted as fitted 5 3/4"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 6.0" Is the {tube} shaft fitted with a continuous liner {yes
 as fitted 4.7" as fitted 6.0"
 Bronze Liners, thickness in way of bushes as per Rule 15.5" Thickness between bushes as per Rule 5.8" Is the after end of the liner made watertight in the
 as fitted 5" as fitted 5.8"
 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 one length
 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.
 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 Length of Bearing in Stern Bush next to and supporting propeller 2'-0"
 Propeller, dia. 7'-6" Pitch 9'-0" No. of Blades 4 Material B.I. whether Moveable no Total Developed Surface 17 sq. feet
 Main Engines, No. one Diameter 2 3/8" Stroke 11 1/2" Can one be overhauled while the other is at work
 Main Engines, No. one Diameter 2 3/8" Stroke 11 1/2" Can one be overhauled while the other is at work
 Main Engines, No. one Diameter 6" x 4" x 6" Pumps connected to the Main Bilge Line No. and size one, duplex, 6" x 4" x 6"
 How driven main steam How driven main steam
 Main Pumps, No. and size one duplex, 6" x 4" x 6" Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Main Pumps;—In Engine and Boiler Room one, 2" Holds, &c. One 2" 7 & 8 A. Pumps 2", 8 & 9 B. space one 2"

In Water Circulating Pump Direct Bilge Suctions, No. and size one 3" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size one 2" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes
 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
 all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks both
 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
 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. none How are they protected
 Pipes pass through the deep tanks five peak suction Have they been tested as per Rule yes
 all 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 none Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 720 sq. ft.
 Forced Draft fitted no No. and Description of Boilers One single ended Working Pressure 200 lb.
 A REPORT ON MAIN BOILERS NOW FORWARDED? See hull Rpt. No. 93218
 A DONKEY BOILER FITTED? no If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval) London E 7/3/28
 General Pumping Arrangements yes Oil fuel Burning Piping Arrangements

WHEEL GEAR. State the articles supplied:—Two top and two bottom end bolts
 and nuts, 2 main bearing bolts, 1 set coupling bolts,
 1 set of feed & bilge pump valves, 1 set of piston springs,
 one set of feed check valves. Assorted bolts nuts &
 washers of various sizes

The foregoing is a correct description,

Manufacturer.



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W626-0205

During progress of work in shops - - -

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits

1927 - Dec 21 1928 - Jan 11. 15 Feb 2. 10 21. 29 Mar 5. 10 12

10

Dates of Examination of principal parts - Cylinders 11/1/28 Slides 14/1/28 Covers 14/1/28

Pistons 11/1/28 Piston Rods 11/1/28 Connecting rods 11/1/28

Crank shaft 25/1/28 Thrust shaft 17/2/28 Intermediate shafts

Tube shaft Screw shaft 10/2/28 Propeller 21/2/28

Stern tube 21/2/28 Engine and boiler seatings 13/1/28 Engines holding down bolts 2/2/28

Completion of fitting sea connections 25/1/28

Completion of pumping arrangements 29/2/28 Boilers fixed 29/2/28 Engines tried under steam 12/3/28

Each 2 1/2" spring loaded. 10/3/28 Thickness of adjusting washers 5 5/16" Aggr. area of valves 7.95

2 Main boiler safety valves adjusted

Crank shaft material Steel Identification Mark LLOYDS REGIST 1921 Thrust shaft material Steel Identification Mark 1401336 17/2/28

Intermediate shafts, material none Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Iron Identification Mark 1401335 10/2/28 L.C.H. Steam Pipes, material Copper Test pressure 400 lb Date of Test 6-3-28 (See entry of entry Hull)

Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.

Have the requirements of the Rules for carrying and burning oil fuel been complied with

Is this machinery duplicate of a previous case If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. The main Engines that have now been fitted in this vessel were salvaged from the Steam Trawler Singapore (See Hull Rpt. no. 13309). The Thrust shaft, screw shaft (C.L.) stern tube, stern bush, propeller and engine seating have now been renewed. The sea connections, discharge valves and outside fastenings have been examined. The Donkey Pump, pumping arrangements with all pipes & connections have now been renewed. The Boiler (See Indb. Rpt. no 13218) together with all fittings, and pipes has now been renewed. This machinery has been examined, tried under steam, found satisfactory and in accordance with the Rules. The materials and workmanship so far as could be ascertained are satisfactory and in my opinion this case is eligible for notation + L.M.C 3, 28 + N.B 3, 28 T.S(C.L) N 3, 28

The amount of Entry Fee ... £ 15. 3. 1928

Special alterations ... £ 8. 0. 0

Donkey Boiler Fee ... £ -

Travelling Expenses (if any) £ -

When applied for, 15. 3. 1928

When received, 14/4/28

Committee's Minute

Assigned

+ A.E 5. 00 refilled '28

+ A.B 3. 28

+ L.M.C 3. 28 Cl.

CERTIFICATE WRITTEN

W. G. Kinlay

Engineer Surveyor to Lloyd's Register of Shipping.



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