

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 10 JUN 1929

Date of writing Report 3. 6. 1929 When handed in at Local Office 3. 6. 1929 Port of MIDDLESBROUGH.
 No. in Survey held at STOCKTON. Date, First Survey 20 Nov 28 Last Survey 1. 6. 1929.
 Reg. Book 959 on the sc. "LLANISHEN" (Number of Visits 29) Gross 5052 Tons Net 3014
 Built at Sunderland By whom built Bartram & Sons. Yard No. 266. When built 1929.
 Engines made at Stockton By whom made Blair & Co. (1926) Ltd Engine No. 1982. when made 1929.
 Boilers made at do. By whom made do. Boiler No. 1982 when made 1929.
 Registered Horse Power Owners Wynnstay Steamship Co. Ltd. Port belonging to London.
 Nom. Horse Power as per Rule 460.4 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 62.
 Dia. of Cylinders 27. 44½. 73. Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3.
 Crank shaft, dia. of journals as per Rule 13.86. Crank pin dia. 15. Crank webs Mid. length breadth 2.0½. Thickness parallel to axis 9¼.
 as fitted 14½. Mid. length thickness 9¼. Thickness around eye-hole 6½.
 Intermediate Shafts, diameter as per Rule 13.2. Thrust shaft, diameter at collars as per Rule 13.86.
 as fitted 14. as fitted 15.
 Tube Shafts, diameter as per Rule 14.7. Is the shaft fitted with a continuous liner? Yes.
 as fitted 16. Screw Shaft, diameter as per Rule 14.7. Is the shaft fitted with a continuous liner? Yes.
 as fitted 16. Thickness between bushes as per Rule 9.6. Is the after end of the liner made watertight in the
 Bronze Liners, thickness in way of bushes as fitted 9.6. Is the after end of the liner made watertight in the
 propeller boss 4. 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? Yes.
 If two 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
 shaft? no. If so, state type. Length of Bearing in Stern Bush next to and supporting propeller 5'-6".
 Propeller, dia. 18'-0". Pitch 18'-0". No. of Blades 4. Material Bronze Whether Moveable no. Total Developed Surface 102. sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3½. Stroke 34. Can one be overhauled while the other is at work? Yes.
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 5. Stroke 34. Can one be overhauled while the other is at work? Yes.
 Feed Pumps { No. and size 2-7½ x 6½ x 8. How driven 1-6 x 4 x 6. Pumps connected to the Main Bilge Line { No. and size 1-8 x 9 x 8. How driven STEAM.
 Ballast Pumps, No. and size 1-10 x 12 x 12. Lubricating Oil Pumps, including Spare Pump, No. and size 1-8 x 9 x 8. Suctions, connected to both Main Bilge Pumps and Auxiliary
 Are two independent means arranged for circulating water through the Oil Cooler? Yes. Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 3-3. 1-2½ in Tunnel Well. No. 1: 2-3. No. 2: 2-3½. No. 3: 2-3. No. 4: 2-3.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-8. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1-4½. 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? Forward Bilge Suctions. How are they protected? Wood ceiling.
 What pipes pass through the deep tanks? 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 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 E.R. Top Platform.

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 7917 ft.².
 Is Forced Draft fitted? no. No. and Description of Boilers 3 S.B. Working Pressure 180 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.
 IS A DONKEY BOILER FITTED? Yes. If so, is a report now forwarded? Will be sent by Sunderland.
 PLANS. Are approved plans forwarded herewith for Shafting 10. 10 28 Main Boilers 10. 10 28. Auxiliary Boilers 31. 1. 28.
 (If not state date of approval) Superheaters. General Pumping Arrangements 29. 8. 28 (To Sea). Oil fuel Burning Piping Arrangements.
 SPARE GEAR. State the articles supplied:—As per Rules + 1 tail shaft, 1 propeller, 4 main check valves,
 4 Donkey Check Valves, 1 set air pump valves, 2 feed donkey pump valves, 1 impeller & shaft
 for circulating pump; quantity piston balls & nuts, gland and cover studs, nuts, boiler and
 condenser tubes, condenser ferrules, firebars & furnace door latches.

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

SECRETARY.

Manufacturer.



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Dates of Survey while building
During progress of work in shops - - 1928 Nov 20 Dec 5 21 28 1929 Jan 16 28 Feb 14 20 21 25 Mar 4 6 12 25 Apr 4 8 11 15 22 29 29
During erection on board vessel - - May 3 8 17 22 24 29 30 June 1
Total No. of visits 29

Dates of Examination of principal parts—Cylinders 16. 4. 29 Slides 4. 4. 29 Covers 16. 4. 29
Pistons 12. 3. 29 Piston Rods 16. 4. 29 Connecting rods 22. 4. 29
Crank shaft 11. 4. 29 Thrust shaft 11. 4. 29 Intermediate shafts 16. 4. 29
Tube shaft ✓ Screw shaft 29. 4. 29 Propeller 12. 3. 29
Stern tube 12. 3. 29 Engine and boiler seatings 22. 5. 29 Engines holding down bolts 24. 5. 29
Completion of fitting sea connections 19. 4. 29
Completion of pumping arrangements 1. 6. 29 Boilers fixed 29. 5. 29 Engines tried under steam 1. 6. 29
Main boiler safety valves adjusted 30. 5. 29 Thickness of adjusting washers Port: both $\frac{3}{8}$ " Centre $\frac{11}{32}$ " Star $\frac{5}{16}$ " $\frac{3}{8}$ "
Crank shaft material Steel Identification Mark LLOYDS No. 548 M. 11. 4. 29 P.T.B. Thrust shaft material Steel Identification Mark LLOYDS No. 1286 B. 11. 4. 29 P.T.B.
Intermediate shafts, material Steel Identification Marks LLOYDS No. 549 M. 16. 4. 29 P.T.B. Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Iron Identification Mark LLOYDS No. 550 M. 29. 4. 29 P.T.B. Steam Pipes, material Copper Test pressure 360 lbs. Date of Test 22. 5. 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 ✓ 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 "LLANARTH" 0. 18

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; it has been securely fitted aboard and tested under working conditions with satisfactory results and is, in my opinion, suitable for classification with record + L.M.C. 6. 29.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 6. 29. C.L.

Y.Rm

12. 6. 29

P.T.B.

The amount of Entry Fee ... £ 5-0-0 When applied for,
Special ... £ 94-0-0 5 June 1929
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 7 June 1929

Committee's Minute

TUE. 18 JUN 1929

Assigned

+ L.M.C. 6. 29 C.L.

A. J. Mann

Engineer Surveyor to Lloyd's Register of Shipping.



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