

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

5 JUL 1928

Date of writing Report 4. 7. 1928 When handed in at Local Office 4. 7. 1928 Port of MIDDLESBROUGH

No. in Survey held at STOCKTON Date, First Survey 22. 2. 28 Last Survey 3. 7. 1928
 Reg. Book. 41684 Sup. on the sc. "LLANFAIR" (Number of Visits 28)

Gross Tons 1928
 Net Tons 1928

Built at Sunderland By whom built Barham & Sons Ltd Yard No. 263 When built 1928

Engines made at Stockton By whom made Blair & Co (1926) Ltd Engine No. 1978 when made 1928

Boilers made at do. By whom made do. Boiler No. 1978 when made 1928

Registered Horse Power 460 Owners Wimborne S.S. Co Ltd Port belonging to London

Nom. Horse Power as per Rule 460 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" shrunk Thickness parallel to axis 9' 4"
as fitted 14½" Mid. length thickness 9' 4" Thickness around eye-hole 6' 8"

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 Screw Shaft, diameter as per Rule 4.7" Is the tube shaft fitted with a continuous liner Yes
as fitted as fitted 16½" screw

Bronze Liners, thickness in way of bushes as per Rule 3/4" Thickness between bushes as per Rule 9/16" Is the after end of the liner made watertight in the propeller boss Yes
as fitted 3/4" as fitted 9/16"

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 Yes

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 5½" x 8" (MUMFORD DUPLEX) Pumps connected to the { No. and size 1-8" x 9" x 8" Hamant Duplex
 { How driven 1-6" x 4" x 6" STEAM { Main Bilge Line { How driven Steam

Ballast Pumps, No. and size 1-10" x 12" x 12" 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 Bilge Pumps;—In Engine and Boiler Room 3-3", 1-2½" in Tunnel Well ✓

In Holds, &c. 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 casings

What pipes pass through the deep tanks ✓ 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 E.R. Top Platform

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 7917 ft²

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? Already sent Feb Rpt 13303

PLANS. Are approved plans forwarded herewith for Shafting 3217 Main Boilers 7. 1. 27 Auxiliary Boilers ✓ Donkey Boilers 26. 10. 27
 (If not state date of approval)

Superheaters ✓ General Pumping Arrangements 1. 6. 27 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, 5 air pump valves, 2 feed donkey pump valves, 1 impeller & shaft for circulating pump, 9 piston balls & nuts, quantity gland & cover studs & nuts, boiler and condenser tubes, condenser ferrules, firebars and furnace door baffles.

The foregoing is a correct description,

Manufacturer.

For BLAIR & CO. (1926) LIMITED.

Lloyd's Register
Foundation

W57-0200

1928
Feb 22-24-28. Mar 7-13-15-20-27-30. Apr 2-10-11-16-20-25. May 2-4-10-15-16-18-24-30-31.
Jun 1-5-8. Jul 3.

Dates of Survey while building { During progress of work in shops - - -
During erection on board vessel - - -
Total No. of visits 28

Dates of Examination of principal parts—Cylinders 20. 4. 28. Slides 20. 4. 28. Covers 20. 4. 28.
Pistons 16. 4. 28. Piston Rods 16. 4. 28. Connecting rods 16. 4. 28.
Crank shaft 16. 4. 28. Thrust shaft 16. 4. 28. Intermediate shafts 25. 4. 28.
Tube shaft 16. 4. 28. Screw shaft 25. 4. 28. Propeller 16. 4. 28.
Stern tube 16. 4. 28. Engine and boiler seatings 30. 5. 28. Engines holding down bolts 8. 6. 28.
Completion of fitting sea connections 3. 5. 28.
Completion of pumping arrangements 3. 7. 28. Boilers fixed 30. 5. 28. Engines tried under steam 3. 7. 28.
Main boiler safety valves adjusted 8. 6. 28. Thickness of adjusting washers P. $\frac{9}{16}$ p. $\frac{1}{4}$ s. Centre $\frac{5}{16}$ p. $\frac{11}{32}$ s. S. $\frac{3}{8}$ p. $\frac{11}{32}$ s.
Crank shaft material Steel Identification Mark LLOYDS No 5752 D 16. 4. 28 P.T.B. Thrust shaft material Steel Identification Mark LLOYDS No 5752 D 16. 4. 28 P.T.B.
Intermediate shafts, material Identification Marks LLOYDS No 5752 D 25. 4. 28 P.T.B. Tube shaft, material Identification Mark
Screw shaft, material Iron Identification Mark LLOYDS No 7497 Steam Pipes, material Copper Test pressure 360 lbs. Date of Test 1. 6. 28.
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 carrying and burning oil fuel been complied with ✓
Is this machinery duplicate of a previous case Yes. If so, state name of vessel "LLANDILO"

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, securely fitted aboard and tested under working conditions with satisfactory results and is, in my opinion, eligible for classification with record + L.M.C. 4. 28.

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 7. 28 cl.

P.M. 6/7/28.
J.R.K.

The amount of Entry Fee ... £ 5-0-0 When applied for,
Special ... £ 94-0-0 4-7-1928
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 6. 7. 28

P.M. 6/7/28.
J.R.K.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 10 JUL 1928

Assigned

+ L.M.C. 7. 28 cl.

CERTIFICATE WRITTEN.



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Foundation