

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

11 OCT 1924

of writing Report 19 When handed in at Local Office 9.10 1924 Port of Grimsby
 in Survey held at Stockton-on-Tees Date, First Survey 5.6.24 Last Survey 4.10.1924
 7. Book. on the Steel screw steamer SOUTHBOROUGH (Number of Visits 34)
 Tons { Gross
 Net
 ilt at Stockton By whom built James Richardson Dock & Shipyard Yard No. 689 When built 1924
 ines made at Stockton By whom made James Blair & Co Engine No. 1954 when made 1924
 ilers made at Stockton By whom made James Blair & Co Boiler No. 1954 when made 1924
 istered Horse Power Owners Mr. Hargreaves & Sons Port belonging to Cardiff
 n. Horse Power as per Rule 417 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

GINES, &c.—Description of Engines Triple Expansion
 z. of Cylinders 25½-42-70 Length of Stroke 48 Revs. per minute 3 No. of Cylinders 3 No. of Cranks 3
 of Crank shaft journals as per rule 13.52 Dia. of Crank pin 14¾ Crank webs Mid. length breadth 24 Thickness parallel to axis 9½
 as fitted 14½ as per rule 13.52 as fitted 14¾ as per rule 12.876 as fitted 13¾ as per rule 14.41 as fitted 15½
 meter of Thrust shaft under collars as per rule 14¾ Diameter of Tunnel shaft as per rule 13¾ Diameter of Screw shaft as fitted 15½ Is the Screw shaft
 d with a continuous liner the whole length of the stern tube yes Is the after end of the liner made watertight in the propeller boss yes
 the liner is in more than one length are the joints burned in one If the liner does not fit tightly at the part
 between the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive tight fit
 two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved appliance fitted at the after end of the shaft to permit
 it being efficiently lubricated no Length of Stern Bush 5'-4" Diameter of Propeller 17'-6"
 ch of Propeller 17'-6" No. of Blades 4 State whether Moveable no Total Surface 98 square feet.
 of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3½ Stroke 34 Can one be overhauled while the other is at work yes
 of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 5" Stroke 34 Can one be overhauled while the other is at work yes
 tal number and size of power driven Feed and Bilge Auxiliary Pumps 1 @ 10" x 11" x 10" + 1 @ 7" x 5" x 8" Duplex + 1 @ 7" x 9½" x 21"
 o. and size of Pumps connected to the Main Bilge Line One 10" x 11" x 10" Duplex
 o. and size of Ballast Pumps one 10" x 11" x 10" No. and size of Lubricating Oil Pumps, including Spare Pump none
 re two independent means arranged for circulating water through the Oil Cooler yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary
 lge Pumps;—In Engine and Boiler Room 3 @ 3" + Dry Tank 1 @ 3½" and in Holds, &c. 2 @ 3" in nos 1-3 + 4 holds
2 @ 3½" in nos 2 hold. Tunnel well one @ 2½"
 o. and size of Main Water Circulating Pump Bilge Suctions one @ 6¾" No. and size of Donkey Pump Direct Suctions
 the Engine Room Bilges one @ 4½" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes
 re 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
 re all connections with the sea direct on the skin of the ship yes Are they Valves or Cocks both
 re they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Discharge Pipes above or below the deep water line above
 re 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
 That Pipes are carried through the bunkers none How are they protected yes
 re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 s 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
 mpartment to another yes Is the Screw Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from top platform

AIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 7080
 s Forced Draft fitted no No. and Description of Boilers 3 single ended 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? no
 PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval)
 General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:— Two each of connecting rod top-end, bottom-end and main
bearing bolts and nuts: One set of coupling bolts and nuts: one set each of feed and
bilge pump valves: assorted bolts and nuts: iron of various sizes: One propeller; one tail-end
shaft: Two safety valve springs: one main + one donkey feed check valve + minor gear

The foregoing is a correct description,
 BLAIR & CO., LIMITED.

H. P. Hamilton

Manufacturer.



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Lloyd's Register
 Foundation

1924 June 3 30 July 1 4 10 11 14 16 18 22 24 28 30 Aug 1 6 8 12 15 21 24 29 Sep. 1 3 6 4

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 34

Dates of Examination of principal parts - Cylinders 6.8.24 Slides 29.8.24

Covers 6.8.24 Pistons 15.8.24 Rods 15.8.24

Connecting rods 15.8.24 Crank shaft 15.8.24 Thrust shaft 8.8.24

Tunnel shafts 1.8.24 & 6.8.24 Screw shaft 5.9.24 Propeller 12.9.24 & 15.9.24

Stern tube 24.7.24 Engine and boiler seatings 15.8.24 Engines holding down bolts 1.10.29

Completion of pumping arrangements 7.10.24 Boilers fixed 3.10.24 Engines tried under steam 3.10.24

Completion of fitting sea connections 15.8.24 Stern tube 15.8.24 Screw shaft and propeller 17.9.24

Main boiler safety valves adjusted 3.10.24 Thickness of adjusting washers P.B. $s-\frac{3}{8}$ C.B. $s-\frac{1}{2}$ S.B. $s-\frac{1}{2}$

Material of Crank shaft Engr steel Identification Mark on Do. 6959.N

Material of Thrust shaft Engr steel Identification Mark on Do. 6959.N

Material of Tunnel shafts Engr steel Identification Marks on Do. 6959.N

Material of Screw shafts Engr steel Identification Marks on Do. 6959.N

Material of Steam Pipes Lap welded steel Test pressure 540 lb Date of Test Glasgow 27.8.24

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~~ ^{main engine} duplicate of a previous case yes If so, state name of vessel S.S. Pontypridd ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under special survey: The materials and workmanship are sound and good. The boilers were tested by hydraulic pressure and the engines and boilers examined under steam and all found satisfactory.

The machinery is now in a good and safe working condition and renders the vessel eligible, in my opinion to have the notation of \times LMC-10.24 in the Register Book

Note: - This vessel is fitted with Electric Light and Wireless

It is submitted that this vessel is eligible for THE RECORD. + LMC 10.24. CL

JWD CWD
14/10/24

CERTIFICATE WRITTEN

Wm Morrison
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 5-0-0 When applied for,
Special ... £ 87-11-0 10.10.1924
Donkey Boiler Fee ... £ ✓ : When received,
Travelling Expenses (if any) £ ✓ : 21.10.24

Committee's Minute TUE. 14 OCT. 1924
Assigned + Lmb 10.24
CL