

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 18 JAN 1924

Date of writing Report 18 JAN 1924 When handed in at Local Office 18 JAN 1924 Port of London

No. in Survey held at London Date, First Survey 11 Dec. 1923 Last Survey 28 Dec. 1924
 Reg. Book. 19425 on the J. J. "London Trader" (Number of Visits 9)

Built at Liden By whom built G. B. Boot, Liden dorp Yard No. When built 1920
 Engines made at Liden By whom made Konink. Nederl. Grootm. eding. Engine No. when made 1920
 Boilers made at do By whom made do Boiler No. 1920 when made 1920

Registered Horse Power Owners James W. Cook & Co. Ltd Port belonging to London
 Nom. Horse Power as per Rule 92 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted

ENGINES, &c. Description of Engines Triple Expansion

Dia. of Cylinders 12 3/8, 20 1/2, 33 7/8 Length of Stroke 23 3/8 Revs. per minute No. of Cylinders 3 No. of Cranks 3

Dia. of Crank shaft journals as per rule 6 3/4 as fitted 6 3/4 Dia. of Crank pin 6 3/4 Crank webs Mid. length breadth 2.10 in shrunk Thickness parallel to axis Thickness around eye-hole

Diameter of Thrust shaft under collars as per rule 6 3/4 as fitted 6 3/4 Diameter of Tunnel shaft as per rule as fitted Diameter of Screw shaft as per rule 7 1/2 as fitted 7 1/2 Is the Screw shaft fitted with a continuous liner the whole length of the stern tube no 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 joints burned no 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

If 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 of it being efficiently lubricated no Length of Stern Bush 2 - 4 1/2 Diameter of Propeller

Pitch of Propeller No. of Blades 4 State whether Moveable no Total Surface square feet.

No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 2 1/2 Stroke 11 2/3 Can one be overhauled while the other is at work yes

No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 2 1/2 Stroke 11 2/3 Can one be overhauled while the other is at work yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps One feed & 1 bilge. Service, each 5 1/4 x 3 1/2 x 5. Also injector

No. and size of Pumps connected to the Main Bilge Line One. 5 1/4 x 3 1/2 x 5

No. and size of Ballast Pumps Same pump No. and size of Lubricating Oil Pumps, including Spare Pump

Are two independent means arranged for circulating water through the Oil Cooler No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps; - In Engine and Boiler Room 3 - 2 1/2 and in Holds, &c. 2 - 2 1/2

No. and size of Main Water Circulating Pump Bilge Suctions 1 - 4 3/4 No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges 1 - 2 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 connections with the sea direct on the skin of the ship yes Are they 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 Discharge Pipes 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 are carried through the bunkers 704" suction How are they protected Wood covering

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 Screw Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c. - (Letter for record (S)) Total Heating Surface of Boilers 1833 \$

Is Forced Draft fitted no No. and Description of Boilers One 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?

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Donkey Boilers

General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied: - Two top end bolts, two bottom end bolts, two main bearing bolts, set of coupling bolts, feed & bilge pump valves, feed pump beam, bilge pump beam, pl. bottom end bearings, pl. top end brass, assorted iron, etc.

The foregoing is a correct description,

Manufacturer.



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002094-002100-0276

During progress of work in shops - -

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts - Cylinders 13/12/23 Slides 13/12/23

Covers 13/12/23 Pistons 13/12/23 Rods 13/12/23

Connecting rods 13/12/23 Crank shaft 11/12/23 Thrust shaft 5/12/23

Tunnel shafts - - - Screw shaft 5/12/23 Propeller 5/12/23

Stern tube 5/12/23 Engine and boiler seatings 11/12/23 Engines holding down bolts 11/12/23

Completion of pumping arrangements 17/12/23 Boilers fixed 17/12/23 Engines tried under steam

Completion of fitting sea connections 5/12/23 Stern tube 5/12/23 Screw shaft and propeller 12/12/23

Main boiler safety valves adjusted 28/12/23 Thickness of adjusting washers P. 3/4 G. 8. 11/16

Material of Crank shaft *Steel* Identification Mark on Do.

Material of Thrust shaft *Steel* Identification Mark on Do.

Material of Tunnel shafts - - - Identification Marks on Do.

Material of Screw shafts *Steel* Identification Marks on Do.

Material of Steam Pipes *Copper* Test pressure - - - Date of Test - - -

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 - - - If so, state name of vessel - - -

General Remarks (State quality of workmanship, opinions as to class, &c.)

These engines and accessories have been opened out & examined & found to be in good condition. The principal dimensions have been verified as stated above.

*The engines & boilers of this vessel are in my opinion eligible to have notation **L M C. 12.23** in the Register Book.*

Certificate to be sent to
The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £	:	:	When applied for,
Special Fee ... £ 12 : 0	:	:	22/11 19 24
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	:	:	22/11 19 24

H Gardner-Smith
Engineer Surveyor to Lloyd's Register of Shipping.

FRI JAN. 25 1924

Committee's Minute

Assigned

Amc 12, 23

CERTIFICATE WRITTEN



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