

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 18 MAR 1930

Date of writing Report 19 When handed in at Local Office 14/3/30 Port of Newcastle-on-Tyne.

No. in Survey held at Wallsend-on-Tyne. Date, First Survey 16 July 1929 Last Survey 4 March 1930.
Reg. Book. on the New Steel S.S. Marathon (Number of Visits 53)

Gross 7208
Tons Net 4358
When built 1930

Built at Wallsend By whom built Swan Hunter Wigham & Co. Ltd. Yard No. 1421

Engines made at Wallsend By whom made Wallsend Shipways & Co. Ltd. Engine No. 898 when made 1930

Boilers made at Wallsend By whom made Wallsend Shipways & Co. Ltd. Boiler No. 892. when made 1930

Registered Horse Power Owners Port belonging to

Nom. Horse Power as per Rule 605 ✓ Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes.

Trade for which Vessel is intended Carrying petroleum in bulk. Ocean going.

ENGINES, &c. — Description of Engines Triple expansion Revs. per minute 48

Dia. of Cylinders 24" x 45" x 45" Length of Stroke 54" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 14 1/4" Crank pin dia. 15" Crank webs Mid. length breadth 23 1/2" Thickness parallel to axis 9 5/8"

Intermediate Shafts, diameter as per Rule 12 1/8" Thrust shaft, diameter at collars as per Rule 14 3/4" as fitted 14 3/4"

Tube Shafts, diameter as per Rule 15 3/4" Is the tube shaft fitted with a continuous liner? yes

Bronze Liners, thickness in way of bushes as per Rule 13 1/16" Thickness between bushes as per Rule 23 3/8" 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 junctions made by fusion through the whole thickness of the liner ✓

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 ✓

If 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 ✓

Propeller, dia. 18' 9" Pitch 16' 6" No. of Blades 4 Material Bronze whether Moveable yes. Total Developed Surface 112 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 96" Can one be overhauled while the other is at work ✓

Bilge Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 96" Can one be overhauled while the other is at work ✓

Feed Pumps { No. and size 2 @ 9" x 12" x 24", aux 6" x 8" x 8" Pumps connected to the Main Bilge Line { No. and size Ballast 1 @ 9" x 10" x 10", 2 @ 5" x 96" How driven Steam ✓ Main Engines.

Ballast Pumps, No. and size 9" x 10" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size none

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 1/2" dia ✓

In Holds, &c. 2 @ 2 1/2" in 1 @ 2 1/2" in pump room.

Carrying petroleum in bulk

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 10" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5 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 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 none How are they protected ✓

What pipes pass through the deep tanks none 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 none Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c. — (Letter for record S.) Total Heating Surface of Boilers 9186 sq. ft. ✓

Is Forced Draft fitted yes 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? ✓

PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers ✓ Donkey Boilers ✓

(If not state date of approval)

Superheaters ✓ General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes.

SPARE GEAR. State the articles supplied: — Two each bolts & nuts for top & bottom ends & main bearings, one set crushing bolts, one tail shaft complete with nut, one set feed bilge pump valves, 2 Cast iron propeller blades, one piston rod, one valve spindle. Quantity of assorted bolts nuts & iron.

The foregoing is a correct description,
FOR THE WALLSEND SHIPWAY & ENGINEERING CO. LIMITED.

M. King

DIRECTOR.

Manufacturer.



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Lloyd's Register
Foundation

002498-002505-0057

1929 July 16, 26, 30. Sep. 3, 6, 16, 23, 24. Oct. 3, 4, 7, 9, 14, 15, 16, 23, 31. Nov. 7, 18, 20, 21, 22.
 1930 Dec. 2, 6, 9, 11, 13, 16, 18, 19, 20, 24, 27, 30. Jan. 6, 7, 28. Feb. 3, 4, 6, 10, 11, 12, 13, 14, 15, 18.
 21, 24, 25, 26. Mar. 4, 8.
 Total No. of visits 53.

Dates of Examination of principal parts—Cylinders 16-9-29. Slides 18-11-29. Covers 14-10-29.
 Pistons 14-10-29. Piston Rods 13-12-29. Connecting rods 20-12-29.
 Crank shaft 22-11-29. Thrust shaft 18-12-29. Intermediate shafts 16-12-29.
 Tube shaft ✓. Screw shaft 16-12-29. Propeller 19-12-29.
 Stern tube 24-12-29. Engine and boiler seatings 24-12-29. Engines holding down bolts 11-2-30.
 Completion of fitting sea connections 24-12-29.
 Completion of pumping arrangements 26-2-30. Boilers fixed 11-2-30. Engines tried under steam 8-3-30.
 Main boiler safety valves adjusted 3-3-30. Thickness of adjusting washers 5 Bl P+5 1/16", 9 Bl P+5 1/16", F.B. A 1/4" F 1/16".
 Crank shaft material M. Steel Identification Mark 8440-H W/B. Thrust shaft material M. Steel Identification Mark 3339 W/B.
 Intermediate shafts, material M. Steel Identification Marks 3339 W/B. Tube shaft, material ✓ Identification Mark ✓.
 Screw shaft, material M. Steel Identification Mark 3339 W/B. Steam Pipes, material S.D. Steel Test pressure 540 lbs. Date of Test 24-12-29.
 Is an installation fitted for burning oil fuel yes. Is the flash point of the oil to be used over 150°F. yes.
 Have the requirements of the Rules for carrying and burning oil fuel been complied with yes.
 Is this machinery duplicate of a previous case yes. If so, state name of vessel S.S. Yfantenae.

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

The Machinery of vessel has been built under Special Survey. Materials & Workmanship good. Hydraulic tests satisfactory. The whole of the machinery has been efficiently installed and fixed in the hold & has been tried under steam & is in good & safe working condition and eligible in my opinion to be classed & have records + L.M.C. 3-30. Tail Shaft C.L. "Fitted for oil fuel 3-30 - F.P. above 150°F."

It is submitted that
 this vessel is eligible for
 THE RECORD.

+ L.M.C. 3-30 C.L. F.P.
 Fitted for oil fuel 3-30 F.P. above 150°F.

J. J. 24/3/30.

NEWCASTLE-ON-TYNE

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 ... £ 6 - - :
 Special ... £ 105 : 5 - :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 17 MAR 1930
 When received, 9.4.30

William Butler.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 28 MAR 1930

Assigned

+ L.M.C. 3-30 C.L. 30,
 Fitted for oil fuel 3-30 F.P. above 150°F.

CERTIFICATE WRITTEN.



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