

# 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. New Steel S.S. Marathon (Number of Visits 53)

Built at Wallsend By whom built Swan Hunter Wigham Reo Ltd Yard No. 1421 Gross 7208  
 Engines made at Wallsend By whom made Wallsend Slipway & E.C. Co. Ltd Engine No. 897 when made 1930  
 Boilers made at Wallsend By whom made Wallsend Slipway & E.C. 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 14 3/4" as per Rule 14 1/4" Crank pin dia. 15" Mid. length breadth 23 1/2" Thickness parallel to axis 9 5/8"  
 as fitted 14 3/4" Crank webs 2 1/2" Mid. length thickness 9 5/8" shrunk Thickness around eye-hole 6 1/8"

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

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

Bronze Liners, thickness in way of bushes 13 1/16" as per Rule 13 1/16" Thickness between bushes 2 3/32" Is the after end of the liner made watertight in the propeller boss yes  
 as fitted 13 1/16" as fitted 2 3/32"

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 no Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no

Length of Bearing in Stern Bush next to and supporting propeller 5'-9 1/4"

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

Feed Pumps worked from the Main Engines, No. none Diameter 5" Stroke 9 1/2" Can one be overhauled while the other is at work yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 9 1/2" Can one be overhauled while the other is at work yes

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 9 1/2  
 How driven Steam 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 yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps; — In Engine and Boiler Room 3 @ 3 1/2" dia  
 In Holds, &c. Fore hold 2 @ 2 1/2", 1 @ 2 1/2" in pump room.

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

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? yes

PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes  
 (If not state date of approval)

Superheaters yes 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.

If not, state whether, and when, one will be sent? If a Report also sent on the Hull of the Ship? The words which do not apply should be deleted.

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

*M. King*

Manufacturer.

DIRECTOR.



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Lloyd's Register Foundation

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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 SBH P+S 1/16", P BH P+S 1/16", FB. A 1/4" F 1/16"  
 Crank shaft material M.H. Steel Identification Mark 8440-H W/B. Thrust shaft material M.H. Steel Identification Mark 3339 W/B  
 Intermediate shafts, material M.H. Steel Identification Marks 3339 W/B. Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material M.H. 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. Yfrentenae.

**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. Sail 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.**

*[Signature]*  
 28/3/30

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

*[Signature]*  
 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. F.P.**  
**Fitted for oil fuel 3-30 F.P. above 150°F.**

