

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

14 AUG 1929

Date of writing Report 10 When handed in at Local Office 6-8-1029 Port of Newcastle-on-Tyne  
 No. in Survey held at Wallsend Date, First Survey March 13/29 Last Survey Aug. 6/29  
 Reg. Book. 41129 on the New Steel S.S. Langleetarn (Number of Visits 44)  
 Built at Jarrow By whom built Palmer's S.S. & I.C. Co. Ltd. Yard No. 992 Tons { Gross 4908.  
 Engines made at Wallsend By whom made North Eastern M.E. Co. Ltd. Engine No. 2699 When built 1929 Net 2986.  
 Boilers made at Wallsend By whom made North Eastern M.E. Co. Ltd. Boiler No. 2699 when made 1929  
 Registered Horse Power \_\_\_\_\_ Owners Messrs. McDonald & Co. Ltd. Port belonging to Newcastle  
 Nom. Horse Power as per Rule 481. Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes.  
 Trade for which Vessel is intended General cargo. Ocean going.

**ENGINES, &c.**—Description of Engines Triple expansion Revs. per minute 60  
 Dia. of Cylinders 24" x 40 1/2" x 40" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 13.94" Crank pin dia. 14 3/8" Crank webs Mid. length breadth 2 1/2" Thickness parallel to axis 8 3/4"  
 as fitted 14 3/8" Mid. length thickness 8 3/4" shrunk Thickness around eye-hole 1 1/16"  
 Intermediate Shafts, diameter as per Rule 13.28" Thrust shaft, diameter at collars as per Rule 13.94"  
 as fitted 13 1/2" as fitted 14 3/8"  
 Tube Shafts, diameter as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ Screw Shaft, diameter as per Rule 14.8" Is the tube shaft fitted with a continuous liner { yes }  
 as fitted \_\_\_\_\_ as fitted 15.8" Is the screw shaft fitted with a continuous liner { \_\_\_\_\_ }  
 Bronze Liners, thickness in way of bushes as per Rule 1/52" Thickness between bushes as per Rule 5/32" Is the after end of the liner made watertight in the  
 as fitted 25/32" as fitted 19/32" 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 no Length of Bearing in Stern Bush next to and supporting propeller 5-3"  
 Propeller, dia. 18-3" Pitch 19-0" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 108 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 26" Can one be overhauled while the other is at work yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 26" Can one be overhauled while the other is at work yes  
 Feed Pumps { No. and size 2 @ 9 1/2" x 4" x 2 1/2" (wires) Pumps connected to the { No. and size 1 @ 9" x 11" x 10"  
 How driven Steam Main Bilge Line { How driven Steam  
 Ballast Pumps, No. and size 1 @ 9" x 10" x 11" 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 4 @ 3" dia. 1 @ 3" tunnel well. ✓  
 In Holds, &c. No. 1, 2 @ 3"; No. 2, 2 @ 3 1/4"; No. 2A, 2 @ 2 1/2"; No. 3, 2 @ 3"; ✓  
No. 4, 1 @ 3"; ✓  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 9" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 1 @ 5" 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 below ✓  
 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 Sub holds bilge suction How are they protected woodenings ✓  
 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 top platform

**MAIN BOILERS, &c.**—(Letter for record S.) Total Heating Surface of Boilers 6558 ✓  
 Is Forced Draft fitted yes No. and Description of Boilers Three single ended 3SB Working Pressure 225 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 ✓ Main Boilers yes Auxiliary Boilers ✓ Donkey Boilers ✓  
 (If not state date of approval)  
 Superheaters \_\_\_\_\_ General Pumping Arrangements yes Oil fuel Burning Piping Arrangements ✓

**SPARE GEAR.** State the articles supplied:—two each bolts nuts for top & bottom ends & main bearings, one set coupling bolts, 2 sets feed bilge pp valves, quantity of assorted bolts nuts & washers, 1 cast iron propeller, one set aux feed & ballast pp valves, 1 set packing for HP piston valve, 1 set thrust pads, 1 tail shaft, 1 set packing for each piston.

The foregoing is a correct description,  
 THE NORTH EASTERN MARINE ENGINEERING CO., LTD.

W. Campbell  
 SECRETARY.

Manufacturer.



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 Foundation

00292-00601-047

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During progress of work in shops - - 1929. Mar. 13. Apr. 3. 4. 5. 8. 9. 12. 18. 23. 30. May. 2. 7. 8. 10. 13. 14. 15. 17. 24. 28. 29. 30. 31.  
 Dates of Survey while building During erection on board vessel - - - June. 4. 6. 11. 12. 17. 18. 20. 21. 24. July 1. 2. 4. 8. 9. 16. 18. 19. 22. 24. 26. Aug 6.  
 Total No. of visits 44.

Dates of Examination of principal parts—Cylinders 18-6-29 Slides 20-6-29 Covers 9-4-29  
 Pistons 13-5-29 Piston Rods 21-6-29 Connecting rods 21-6-29  
 Crank shaft 20-6-29 Thrust shaft 10-5-29 Intermediate shafts 20-6-29  
 Tube shaft ✓ Screw shaft 11-4-29 Propeller 9-4-29  
 Stern tube 20-5-29 Engine and boiler seatings 8-4-29 Engines holding down bolts 21-4-29  
 Completion of fitting sea connections 1-4-29  
 Completion of pumping arrangements 26-4-29 Boilers fixed 19-4-29 Engines tried under steam 26-4-29  
 Main boiler safety valves adjusted 26-4-29 Thickness of adjusting washers P.B.L. 5 1/2" CB; P 5 1/2" S 1/2"; SB P 7/8" S 7/8"  
 Crank shaft material OH Steel Identification Mark 2699 WPS Thrust shaft material OH Steel Identification Mark 1541 WPS  
 Intermediate shafts, material OH Steel Identification Marks 1511 WPS 1466 WPS 1485 WPS 1414 WPS 1573 WPS 1410, 1414 WPS  
 Screw shaft, material OH Steel Identification Mark 1465 WPS Steam Pipes, material SD Steel Test pressure 645 lbs Date of Test 11-6-29 to 22-4-29  
 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 Langleensy.

**General Remarks** (State quality of workmanship, opinions as to class, &c.)  
 The machinery of this vessel has been built under Special Survey. Materials & workmanship good. Hydraulic t/o satisfactory. The whole of the machinery has been efficiently installed and fixed in the vessel and tried under steam & is in good & safe working condition and eligible in my opinion to be classed and have records ✕ L.M.C. 8-29. Sail shaft C.L. in the Register Book.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 8.29. C.L. F.O.

YRM  
 15. 8. 29  
 J.P.R.

NEWCASTLE-ON-TYNE

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

The amount of Entry Fee ... £ 5 : 0 0  
 Special ... £ 97 : 3 0  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 13 AUG 1929  
 When received, 27. 8. 29

William D. Bates.  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 16 AUG 1929  
 Assigned Thms 8. 29 C.L. 20.

