

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report

10

When handed in at Local Office

20th Aug 1923

19

Port of

NEWCASTLE-ON-TYNE

Survey held at

South Shields

Date, First Survey 1st March 1923

Last Survey

11th Aug. 1923.

Reg. Book.

9005 on the Screw Steamer

"FLORENCE COOKE"

(Number of Visits 47)

Tons

Gross

Net

built at South Shields By whom built

Hepples (1919) Ltd.

Yard No. 660

When built 1923.

Engines made at North Shields By whom made

The Shields Eng & Dry Dock Ltd

Engine No. 372

when made 1923.

Boilers made at Hetburn-on-Tyne By whom made

Palmer's Shipbuilding & Iron Works Ltd

Boiler No. 998

when made 1923.

Registered Horse Power

Owners

Cooke's Explosives Ltd.

Port belonging to

Sunderland.

nom. Horse Power as per Rule

62.

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes.

ENGINES, &c.—Description of Engines

Compound Reciprocating

No. of Cylinders

17 & 34

Length of Stroke

24"

Revs. per minute

100

No. of Cylinders

2

No. of Cranks

2

No. of Crank shaft journals

as per rule

7.26"

as fitted

7.26"

Dia. of Crank pin

7.3"

Crank webs

Mid. length breadth

14.4"

shrunk

Thickness parallel to axis

3.16"

Thickness around eye-hole

3.16"

Diameter of Thrust shaft under collars

as per rule

7.26"

as fitted

7.26"

Diameter of Tunnel shaft

as per rule

None

Diameter of Screw shaft

as per rule

7.4"

as fitted

7.5"

Is the Screw shaft

lined 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

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

Liner fits tightly for full length

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

oil being efficiently lubricated

No

Length of Stern Bush

2'-11"

Diameter of Propeller

8'-3"

Pitch of Propeller

10'-6"

No. of Blades

4

State whether Moveable

No

Total Surface

26 1/2

square feet.

No. of Feed Pumps fitted to the Main Engines

One

Diameter of ditto

2 1/2" diam

Stroke

12"

Can one be overhauled while the other is at work

Yes

No. of Bilge Pumps fitted to the Main Engines

One

Diameter of ditto

2 1/2" diam

Stroke

12"

Can one be overhauled while the other is at work

Yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps

Two. Feed Donkey 4 1/2" x 2 3/4" x 4" G.S. Pump. 5 1/4" x 2 3/4" x 4"

No. and size of Pumps connected to the Main Bilge Line

One

General Service Pump sizes given above.

No. and size of Ballast Pumps

Nil.

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

Yes

Are two independent means arranged for circulating water through the Oil Cooler

Yes

No. and size of suctions connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

1-2" suet 4" 1-2 1/4" suet ER & 2-2" suet BR. and in Holds, &c.

2-2" suet Fore Peak & 1-2" suet after Peak. Main bilge line is 2 1/4" & is connected to Main

Engine Bilge pump & G.S. Pump.

No. and size of Main Water Circulating Pump Bilge Suctions

One 3"

No. and size of Donkey Pump Direct Suctions

In the Engine Room Bilges

One 2 1/4"

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 lead pipes to the bilge

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

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes

Are all Pipes carried through the bunkers

Bilge Line & Ballast line

How are they protected

Below wood ceiling

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

department to another

Yes

Is the Screw Shaft Tunnel watertight

None

Is it fitted with a watertight door

Yes

worked from

Yes

MAIN BOILERS, &c.—(Letter for record

3)

Total Heating Surface of Boilers

1120 sq. ft.

Forced Draft fitted

No

No. and Description of Boilers

One. S.E. Multitubular

Working Pressure

130 lb/0"

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes. (Copy).

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Yes

PLANS. Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR. State the articles supplied:—

2 Top end bolts, 2 bottom end bolts, 2 main bearing

bolts, 1 set of coupling bolts, 1 set of feed & bilge valves, a quantity of assorted

nuts & bolts, iron of various sizes.

The foregoing is a correct description

OF THE SHIELDS ENGINEERING & DRY DOCK CO., LIMITED.

W. J. Hepples

Manufacturer.

FOR HEPPLES (1919) LIMITED.

W. J. Hepples

Lloyd's Register

Foundation

ENGINE WORKS
MANAGER

002630-002638-0224

002630-002638-0228

1923
During progress of work in shops - Mar. 1, 8, 15, 22, Apr. 13, 20, 23, 25, 26, 27, 30, May 3, 7, 8, 11, 12, 14, 16, 17, 30, June 13, 18, 23, July 4, 5, 6, 7, 9, 11, 12, 17, 18, 19, 20, 23, 24, 25, 27, 30, 31, Aug. 2, 3, 7, 8, 9, 11.
Dates of Survey while building - During erection on board vessel -
Total No. of visits 47

Dates of Examination of principal parts - Cylinders 27/4/23. Slides 16/5/23.
Covers 17/5/23. Pistons 30/4/23. Rods 30/4/23.
Connecting rods 30/4/23. Crank shaft 20/4/23. Thrust shaft 6/7/23.
Tunnel shafts ✓ Screw shaft 17/5/23. Propeller 30/5/23.
Stern tube 11/5/23. Engine and boiler seatings 13/6/23. Engines holding down bolts 19/7/23.
Completion of pumping arrangements 7/8/23. Boilers fixed 24/7/23. Engines tried under steam 7/8/23.
Completion of fitting sea connections 18/7/23. Stern tube 13/6/23. Screw shaft and propeller 17/7/23.
Main boiler safety valves adjusted 8/8/23. Thickness of adjusting washers PV = $\frac{5}{16}$ " SV = $\frac{5}{16}$ ".
Material of Crank shaft Mild Steel. Identification Mark on Do. 6444.
Material of Thrust shaft Mild Steel. Identification Mark on Do. 6602 N.
Material of Tunnel shafts ✓ Identification Marks on Do. ✓
Material of Screw shafts Mild Steel. Identification Marks on Do. 4263.
Material of Steam Pipes S.D. Copper. Test pressure 260 lb/sq. in. Date of Test 24/7/23.
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 "Lowland Fifth"

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been constructed under special survey, the materials & workmanship were sound & good. The machinery has been tried out under steam and the boiler safety valves adjusted to the working pressure under steam. The machinery of this vessel is eligible in our opinion to have the notation LMC 8, 23 & TS. CL entered in the register book.

NEWCASTLE-ON-TYNE

The amount of Entry Fee ... £ 2 : 0 :
Special ... £ 8 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 20/8/1923
When received, 18/8/23

Committee's Minute FRI. 24 AUG 1923

Assigned

+ LMC 8 23
C.L.

J. R. Beveridge & L. Peckett.

Engine Surveyors to Lloyd's Register of Shipping.



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Foundation