

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

24 OCT 1924

Date of writing Report 19 When handed in at Local Office 23/10/24 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Newcastle-on-Tyne Date, First Survey 27 March 24 Last Survey 19 Oct. 1924
Reg. Book. 90911 on the steel ss. TULLOCHMOOR (Number of Visits 35)

Built at Blyth By whom built Ralph S. B. & Co. Ltd. Yard No. 229 Tons Gross 2728
Engines made at Newcastle By whom made North Eastern Marine Eng. Co. Ltd. Engine No. 2563 Net 1924
Boilers made at Newcastle By whom made North Eastern Marine Eng. Co. Ltd. Boiler No. 2563 when made 1924
Registered Horse Power Owners W. Hunciman & Co. Ltd. Mgrs. Port belonging to London
Nom. Horse Power as per Rule 323 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Inverted Triple Expansion

Dia. of Cylinders 23½"-38"-64" Length of Stroke 42" Revs. per minute No. of Cylinders 3 No. of Cranks 3

Dia. of Crank shaft journals as per rule 12.19" as fitted 12½" Dia. of Crank pin 12½" Crank webs Mid. length breadth 21½" Thickness parallel to axis 7½" shrunk Thickness around eye-hole 6½"

Diameter of Thrust shaft under collars as per rule 12.19" as fitted 12½" Diameter of Tunnel shaft as per rule 11.6" as fitted 11½" Diameter of Screw shaft as per rule 12.70" as fitted 12¾" Is the Screw shaft fitted 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

If the liner is in more than one length are the joints burned 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated No Length of Stern Bush 56½" Diameter of Propeller 15'0"

Pitch of Propeller 18'0" No. of Blades Four State whether Moveable No Total Surface 80 square feet.

No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3½" Stroke 21" Can one be overhauled while the other is at work Yes

No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 3½" Stroke 21" Can one be overhauled while the other is at work Yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps Three — 2 Feed 6"x4"x6" — Ballast 9"x10"x10"

No. and size of Pumps connected to the Main Bilge Line Two Main Engine and Ballast pumps

No. and size of Ballast Pumps One 9"x10"x10" No. and size of Lubricating Oil Pumps, including Spare Pump None

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 3-3" and in Holds, &c. No. 1 Hold 2-3" No. 2 Hold 2-3"

No. 3 Hold 2-3½" Tunnel Well 1-3"

No. and size of Main Water Circulating Pump Bilge Suctions One 8" No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges One 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 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 Both

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 Inward Bilge Suctions How are they protected Wood cased

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 Yes Is it fitted with a watertight door Yes worked from

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 5464 sq ft

Forced Draft fitted No. No. and Description of Boilers 2 S.E. Cyl. MULTIPLE 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 Main Boilers Yes Auxiliary Boilers Donkey Boilers

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

One cast Iron Propeller, 2 Bottom End Bolts + nuts, 2 Top End Bolts + nuts, 2 main Bearing Bolts + nuts, 6 Coupling Bolts + nuts, 2 Feed Pump Valves, 2 Bilge Pump Valves, assorted Bolts, nuts & Screws

The foregoing is a correct description

THE NORTH EASTERN MARINE ENGINEERING Co., LTD.

Manufacturer.

Secretary,

003450 - 003457 - 0080

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Lloyd's Register
Foundation

1924
 During progress of work in shops -- Mar. 27. 31. Apr. 7. 9. 16. 22. 24. May 5. 29. June 2. 3. 11. 20. July 1. 2. 8. 9. 10. 18. 21. 22.
 28. 29. 30. 31. Aug. 1. 5. 7. 8. 12. 14. 15. 21. Sep. 16. 17. Oct. 17.
 Dates of Survey while building During erection on board vessel --
 Total No. of visits 35.

Dates of Examination of principal parts -- Cylinders 8. 7. 24 Slides 9. 7. 24
 Covers 20. 6. 24 Pistons 18. 7. 24 Rods 18. 7. 24
 Connecting rods 24. 4. 24 Crank shaft 7. 4. 24 Thrust shaft 9. 4. 24
 Tunnel shafts 5. 5. 24 Screw shaft 3. 6. 24 Propeller 29. 5. 24
 Stern tube 5. 5. 24 Engine and boiler seatings 30. 7. 24 Engines holding down bolts 14. 8. 24
 Completion of pumping arrangements 15. 8. 24 Boilers fixed 14. 8. 24 Engines tried under steam 15. 8. 24
 Completion of fitting sea connections 2. 7. 24 Stern tube 2. 7. 24 Screw shaft and propeller 30. 7. 24
 Main boiler safety valves adjusted 15. 8. 24 Thickness of adjusting washers Port Boiler $P \frac{7}{16} S \frac{3}{8}$ Star Boiler $P \frac{3}{8} S \frac{7}{16}$
 Material of Crank shaft S. M. Ingot Steel Identification Mark on Do. 6795N R. L. A
 Material of Thrust shaft S. M. Ingot Steel Identification Mark on Do. 6795N R. L. A
 Material of Tunnel shafts S. M. Ingot Steel Identification Marks on Do. 6795N R. L. A
 Material of Screw shafts S. M. Ingot Steel Identification Marks on Do. 6795N M. R.
 Material of Steam Pipes Solid Drawn Steel Test pressure 540 lbs Date of Test 28. 7. 24 12. 8. 24
 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 No. If so, state name of vessel ✓

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

The machinery of this vessel has been constructed under special survey. The materials and workmanship are sound and good. The machinery has been efficiently installed on board the steamer "Tullochinow", has been satisfactorily tried out under steam at a mooring trial. In my opinion the machinery of this vessel is now in good order and the vessel eligible for notation -1- L.M.C. 10-24 C. L. in the Society's Register Book.

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 10. 24. CL.

[Signature]
 27/10/24

The amount of Entry Fee ... £ 5 : -- :
 Special ... £ 73 : 9 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 23 SEP 1924
 When received, 17 OCT 1924

Committee's Minute TUES. 28 OCT 1924

Assigned

[Signature] + *[Signature]*
 R. Lee Ames + J. R. Beveridge
 Engineer Surveyor to Lloyd's Register of Shipping.



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 Foundation