

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

23 AUG 1924

Date of writing Report

19

When handed in at Local Office

9/8/1924 Port of

NEWCASTLE-ON-TYNE

No. in Survey held at

wallend

Date, First Survey

31st March

Last Survey

8th August

1924

Reg. Book.

90661 on the

Steel Co.

SENTRY

(Number of Visits)

21

Gross 1036

Net 495

Built at Newcastle

By whom built Tyne Iron & Co. Ltd.

Yard No. 228

When built 1924

Engines made at Newcastle

By whom made North Eastern Marine Eng. Co. Ltd.

Engine No. 2582

when made 1924

Boilers made at Newcastle

By whom made North Eastern Marine Eng. Co. Ltd.

Boiler No. 2582

when made 1924

Registered Horse Power

Owners

Fisher, Renwick, Manchester - London

Port belonging to

Manchester

Nom. Horse Power as per Rule

193

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Yes.

ENGINES, &c.—Description of Engines

Inverted Triple Expansion

rs 18"-30"-49"

Length of Stroke 33"

Revs. per minute

No. of Cylinders 3

No. of Cranks 3

Shaft journals

as per rule

9.46" 9.34"

Dia. of Crank pin

9.5"

Crank webs

Mid. length breadth

16"

shrunk

Thickness parallel to axis

5.15"

as fitted

9.5"

Mid. length thickness

5.15"

Thickness around eye-hole

4.76"

rust shaft under collars

as per rule

9.46"

Diameter of Tunnel shaft

as per rule

9.014" 8.90 New Rule

Diameter of Screw shaft

as per rule

10.17"

Is the Screw shaft

as fitted

10.5"

Yes

Continuous liner the whole length of the stern tube

Yes

Is the after end of the liner made watertight in the propeller boss

Yes

in more than one length are the joints burned

Yes

If the liner does not fit tightly at the part

rings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive

re 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

iently lubricated

No.

Length of Stern Bush

45"

Diameter of Propeller 12'-6"

Diameter 12'-6"

No. of Blades

4

State whether Moveable

No

Total Surface

48 sq

square feet.

Pumps fitted to the Main Engines

2

Diameter of ditto

3"

Stroke

16 1/2"

Can one be overhauled while the other is at work

Yes

Pumps fitted to the Main Engines

2

Diameter of ditto

3"

Stroke

16 1/2"

Can one be overhauled while the other is at work

Yes

nd size of power driven Feed and Bilge Auxiliary Pumps 140-Feed 7"x4 1/2"x8" - Ballast 6"x8 1/2"x8"

f Pumps connected to the Main Bilge Line 2 Main Engine Rams - Ballast Pump

Ballast Pumps One - 6"x8 1/2"x8"

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

None

ident means arranged for circulating water through the Oil Cooler

Yes

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

In Engine and Boiler Room

2-2 1/4"

and in Holds, &c.

No. 1 Hold 2-2 1/4"

ed 2-2 1/4"

After Hold 2-2 1/2"

Tunnel well 1-2 1/2"

Main Water Circulating Pump Bilge Suctions One - 6"

No. and size of Donkey Pump Direct Suctions

Room Bilges

One 3 1/4"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

Yes

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

ions with the sea direct on the skin of the ship

Yes

Are they Valves or Cocks

Both

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

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

e carried through the bunkers Jammed Bilge Suctions

How are they protected

Wood Cased

Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Yes

ment 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

another

Yes

Is the Screw Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

worked from Main Deck

OILERS, &c.—(Letter for record

5)

Total Heating Surface of Boilers

3560 sq

raft fitted

No

No. and Description of Boilers

2 Single End. Cyl. mult?

Working Pressure

180 lbs

180 lbs

REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

DONKEY BOILER FITTED?

Yes

If so, is a report now forwarded?

Yes

Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

(If not state date of approval)

Piping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

GEAR. State the articles supplied:—

One Cast Iron Propeller

Two Bottom End Bolts + Nuts

Yes

Two Main Bearing Bolts and Nuts, Six Coupling Bolts and nuts,

Pump Valves, 2 Bilge Pump Valves, Assorted Bolts Nuts and Iron.

The foregoing is a correct description

THE NORTH EASTERN MARINE ENGINEERING CO., LTD.

J. J. Harrison

Secretary.

Manufacturer.

003846-003851-0222

003846-003851-0222

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Lloyd's Register
Foundation

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

1924
Mar. 31. Apr. 10. 19. 20. 26. 28. 29. June 5. 11. 12. 13. 16. 17. 19. 20. July 1. 4. 11. 15. 21. Aug. 8.

21

Dates of Examination of principal parts - Cylinders	12. 6. 24	Slides	20. 6. 24
Covers	12. 6. 24	Pistons	20. 6. 24
Connecting rods	20. 6. 24	Crank shaft	29. 5. 24
Tunnel shafts	29. 5. 24	Screw shaft	29. 5. 24
Stern tube	19. 6. 24	Engine and boiler seatings	14. 7. 24
Completion of pumping arrangements	15. 7. 24	Boilers fixed	11. 7. 24
Completion of fitting sea connections	17. 6. 24	Stern tube	17. 6. 24
Main boiler safety valves adjusted	15. 7. 24	Thickness of adjusting washers	Port Boiler $P\frac{7}{16}S\frac{5}{16}$ Star Boiler $P\frac{7}{16}S\frac{5}{16}$
Material of Crank shaft	S. m. Steel	Identification Mark on Do.	6845N.
Material of Thrust shaft	S. m. Steel	Identification Mark on Do.	6845N.
Material of Tunnel shafts	S. m. Steel	Identification Marks on Do.	6845N.
Material of Screw shafts	S. m. Steel	Identification Marks on Do.	6845N.
Material of Steam Pipes	Solid Drawn Steel	Test pressure	540 lbs. $\frac{1}{2}$ "
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			
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 main and auxiliary machinery has been tried out under steam at a mooring trial. The Boiler Safety valves were adjusted under steam. In my opinion this vessel is eligible for notation in the Society's Register Book.

✓ L.M.C. 8. 24 C.L.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 8. 24. CL.

[Signature] 26/8/24

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	£ 3 : -	When applied for	21. AUG 1924
Special	£ 48 : 5	When received	21. AUG 1924
Donkey Boiler Fee	£ :		
Travelling Expenses (if any)	£ :		

Committee's Minute
Assigned

TUES. 26 AUG 1924
+ LMC 8. 24
C.L.

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping