

List of

Rpt. 4.

No. 84941

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

12 NOV 1929

Date of writing Report

When handed in at Local Office

11.11.10 29 Port of

No. in Survey held at
Reg. Book.

Date, First Survey

Last Survey 6 Nov 1929

(Number of Visits 46)

on the

Built at Willington Quay.

By whom built

Engines made at

By whom made

Yard No. H14

Engine No. 2697

Boilers made at

By whom made

Boiler No. 2697

Tons Gross 4409

Net 2723

When built 1929

when made 1929

when made 1929

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Dia. of Cylinders

Length of Stroke

No. of Cylinders

Revs. per minute

Crank shaft, dia. of journals

as per Rule

as fitted

Crank pin dia.

as per Rule

as fitted

Crank webs

Mid. length breadth

Mid. length thickness

shrunk

Thickness parallel to axis

Thickness around eye-hole

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust shaft, diameter at collars

as per Rule

as fitted

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the tube

screw

shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per Rule

as fitted

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 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

yes

Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft

yes

Propeller, dia.

Pitch

No. of Blades

Material

whether Moveable

Total Developed Surface

sq. feet

Feed Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

yes

Bilge Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

yes

Feed Pumps

No. and size

How driven

Steam

Pumps connected to the

Main Bilge Line

No. and size

How driven

Steam

none

Ballast Pumps, No. and size

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

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

In Holds, &c.

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

No. and size

Main Water Circulating Pump Direct Bilge Suctions, No. and size

1 @ 4"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

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 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 below the deep water line

yes

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

yes

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

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

6228 sq. ft.

Is Forced Draft fitted

no

No. and Description of Boilers

2 main 1 auxiliary

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?

yes

PLANS.

Are approved plans forwarded herewith for Shafting

yes

Main Boilers

yes

Auxiliary Boilers

yes

Donkey Boilers

yes

Superheaters

Standard

General Pumping Arrangements

yes

Oil fuel Burning Piping Arrangements

yes

SPARE GEAR.

State the articles supplied:—

One cast iron propeller, 1 tail shaft 2 each bolts

4 nuts for top & bottom ends & main bearings 12 coupling bolts & nuts.

24 1/2 cwt springs, 4 feed & 4 bilge pop valves, 12 piston bolts 1 air

pop rod, 6 air pop valves, 3 main & 2 aux feed check valves, piston

pump for H.P. & 2 nuts piston Quantity of assorted bolts nuts & iron.

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

W. Campbell-McLean

SECRETARY.

Manufacturer.



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Lloyd's Register
Foundation

005180-005186-0255

1929 May 8. 15. 17. 24. 28. 31. June 11. 12. 21. July 1. 9. 12. 16. 19. 25. 29. 31. Aug. 2. 8. 12. 14. 15. 19. 21. 22. 26. 27. 29. 30. Sep. 2. 5. 6. 10. 11. 13. 23. 25. 30. Oct. 2. 9. 15. 18. 21. 22. Nov. 1. 6.

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 46.

Dates of Examination of principal parts—Cylinders 16-4-29 Slides 16-4-29 Covers 5-9-29

Pistons 5-9-29 Piston Rods 2-10-29 Connecting rods 19-4-29

Crank shaft 30-8-29 Thrust shaft 30-8-29 Intermediate shafts 2-10-29 30-8-29

Tube shaft 23-9-29 Screw shaft 12-4-29 Propeller 13-9-29

Stern tube 23-9-29 Engine and boiler seatings 3-10-29 Engines holding down bolts 21-10-29

Completion of fitting sea connections 3-10-29

Completion of pumping arrangements 1-11-29 Boilers fixed 18-10-29 Engines tried under steam 22-10-29

Main boiler safety valves adjusted 22-10-29 Thickness of adjusting washers P12 P15 3/16, C13 P13 3/16, S13 P1 5/16

Crank shaft material O.H. steel Identification Mark 7694 WB Thrust shaft material O.H. steel Identification Mark 3022 WB

Intermediate shafts, material O.H. steel Identification Marks 3022 WB Tube shaft, material O.H. steel Identification Mark 13-9-29 - 25-9-29

Screw shaft, material O.H. steel Identification Mark 8954 WB Steam Pipes, material S.D. steel Test pressure 6 1/2 lbs Date of Test 30-10-29

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 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 built under Special Survey. Materials & Workmanship good. Hydraulic tests satisfactory. Shewhole of the machinery has been efficiently installed & fixed in the vessel and tried under steam and is in good & safe working condition and eligible in my opinion to be classed and have records + L.M.C. 11-29. Sail shaft C.L. in the Register Book.

+ L.M.C. 11.29 C.L.

W.A. 14/11/29

Certificate to be sent to Newcastle-on-Tyne

The amount of Entry Fee ... £ 5 : 0 0

Special ... £ 48 : 11 -

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ ✓ :

When applied for, 11 NOV 1929

When received, 27.11.29

William Butler
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 15 NOV 1929

Assigned + L.M.C. 11.29