

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

12 NOV 1934

Date of writing Report 19 When handed in at Local Office 12 NOV 1934 Port of Newcastle on Tyne

No. in Survey held at South Shields Date, First Survey Apr 6 (1933) Last Survey Nov 8 1934  
Reg. Book. 91453 on the S. S. TYNEBANK (Number of Voids 85.) Gross 4650.79 Tons Net 2731.62

Built at S. Shields By whom built J. Readhead & Sons Ltd. Yard No. 506 When built 1934

Engines made at S. Shields By whom made " " " Engine No. 506 When made 1934

Boilers made at " " By whom made " " " Boiler No. 506 When made 1934

Registered Horse Power Owners Bank Line Ltd. Port belonging to Glasgow

Nom. Horse Power as per Rule 524 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes

Trade for which Vessel is intended General Cargo

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 658 actual

Dia. of Cylinders 25-42-71 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 14.175 Crank pin dia. 14 1/4 Crank webs Mid. length breadth 1-8 1/2 Thickness parallel to axis 9 1/4  
as fitted 14 1/4 Mid. length thickness 9 Thickness around eye-hole 6 1/4

Intermediate Shafts, diameter as per Rule 13 1/2 Thrust shaft, diameter at collars as per Rule 14.175  
as fitted 13 1/2 as fitted 14 1/4

Tube Shafts, diameter as per Rule 15.02 Screw Shaft, diameter as per Rule 15 1/4 Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 13 1/16 Thickness between bushes as per Rule 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. 18-3 Pitch 19-20-6 No. of Blades 4 Material Bronze Moulded Moreable Yes Total Developed Surface 108 sq. feet

Feed Pumps worked from the Main Engines, No. 3 No. 3 Diameter 4 5/8 Stroke 24 Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 3 No. 3 Diameter 4 1/2 Stroke 24 Can one be overhauled while the other is at work Yes

Feed Pumps No. and size One 9 1/2 x 12 x 24 Pumps connected to the Main Bilge Line No. and size One 9 1/2 x 12 x 18  
How driven One Steam How driven Steam

Ballast Pumps, No. and size One 9 1/2 x 12 x 18 Lubricating Oil Pumps, including Spare Pump, No. and size 1

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 3-2 3/4 dia

In Pump Room In Holds, &c. No. 1 Hold 2-3 dia. No. 2 Hold 2-3 1/4 dia. No. 3 Hold 2-2 1/2 dia. No. 4 Hold 2-3 dia. No. 5 Hold 2-3 dia. Tunnel well One 2 1/2 dia. Cofferdam for 2-1 3/4 dia. aft 2-1 3/4 dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 9 dia Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 5 dia

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 Yes

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 None How are they protected Yes

What pipes pass through the deep tanks None 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 Job platform

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 7444 sq. ft

Is Forced Draft fitted Yes No. and Description of Boilers 2 Main-1 Aux - S.E.M. Working Pressure 220 lbs. sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A ~~DONKEY~~ BOILER FITTED? Yes If so, is a report now forwarded? Yes

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes

(If not state date of approval)

Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied

Screw shaft. 2 Propeller blades. Pair bottom ends. One set poppet valves complete. One set air pump valves.

FOR JOHN READHEAD &amp; SONS, LTD.

The foregoing is a correct description.

J. M. H. Readhead

Manufacturer.



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During progress of work in shops - - -  
During erection on board vessel - - -  
Total No. of visits 85.

Dates of Examination of principal parts—Cylinders 8-1-34 Slides 8-1-34 Covers 8-1-34  
Pistons 1-2-34 Piston Rods 7-2-34 Connecting rods 7-2-34  
Crank shaft 23-5-33 Thrust shaft 9-10-34 Intermediate shafts 9-10-34  
Tube shaft ✓ Screw shaft 7-2-34 Propeller 27-8-34  
Stern tube 24-8-34 Engine and boiler seatings 15-10-34 Engines holding down bolts 15-10-34  
Completion of fitting sea connections 20-11-33  
Completion of pumping arrangements 6-11-34 Boilers fixed 12-10-34 Engines tried under steam 12-10-34  
Main boiler safety valves adjusted 30-10-34 Thickness of adjusting washers P 1/16" C 3/8" S 13/32"  
Crank shaft material S.M. Steel Identification Mark N° 1381 Thrust shaft material S.M. Steel Identification Mark N° 4555  
Intermediate shafts, material S.M. Steel Identification Marks N° 4555 Tube shaft, material ✓ Identification Mark ✓  
Screw shaft, material S.M. Steel Identification Mark N° 4555 Steam Pipes, material S.D. Steel Test pressure 660 lbs Date of Test 8-2-34  
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 the use of oil as fuel been complied with ✓  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Yes If so, have the requirements of the Rules been complied with Yes  
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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 in accordance with rule requirements & approved plans. The materials & workmanship are good. The machinery was satisfactorily tested on mooring sea trials & in my opinion is eligible for classification with records of T.L.M.C. 11, 34. T.S. 11, 34. C.L. F.D.

Newcastle-on-Tyne

The amount of Entry Fee ... £ 6 : -  
Special ... £ 101 : 4  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) £ :  
When applied for, 12 NOV 1934  
When received, 10.12.34

J. H. Matthews  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 20 NOV 1934  
Assigned + Lmb. 11.34 J.D. L.