

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JAN 1928

Date of writing Report

19

When handed in at Local Office

14 JAN. 1928

Port of Sunderland

No. in Survey held at Sunderland

Date, First Survey 21st May '27

Last Survey 7th Jan 1928

Reg. Book. 42028 on the S.S. "NEWTON ABBOT"

Number of Visits 42

Gross 2689

Net 1614

Built at Sunderland By whom built John Brown & Sons, L^{td}

Yard No. 179

When built 1925

Engines made at Sunderland

By whom made North Eastern Marine Eng. Co. L^{td}

Engine No. 2644

when made 1925

Boilers made at Sunderland

By whom made North Eastern Marine Eng. Co. L^{td}

Boiler No. 2644

when made 1925

Registered Horse Power

Owners T. & C. Wilton

Port belonging to London

Nom. Horse Power as per Rule 260

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which Vessel is intended

General cargo

ENGINES, &c.—Description of Engines

Triple expansion - Single screw

Revs. per minute 77

Dia. of Cylinders 21" - 35" - 58"

Length of Stroke 39"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 10.71"

as fitted 11 1/8"

Crank pin dia. 11 1/8"

Crank webs

Mid. length breadth 17 1/2"

shrunk

Thickness parallel to axis 7"

Intermediate Shafts, diameter as per Rule 10.2"

as fitted 10 5/8"

Thrust shaft, diameter at collars as per Rule 10.71"

as fitted 11 1/8"

Tube Shafts, diameter as per Rule

as fitted

Screw Shaft, diameter as per Rule 11.47"

as fitted 12 1/4"

Is the tube screw shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes as per Rule .647"

as fitted .352"

Thickness between bushes as per Rule .485"

as fitted 19/32"

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

Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft

Yes

Propeller, dia. 15' 3"

Pitch 14' 6"

No. of Blades 4

Material Cast Iron

whether Movable No

Total Developed Surface 73 sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 3"

Stroke 21"

Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 3 1/2"

Stroke 21"

Can one be overhauled while the other is at work Yes

Feed Pumps

No. and size 1 - 6" x 4" x 6"

How driven Steam

Pumps connected to the Main Bilge Line

No. and size 1 - Ballast 7" x 9" x 9"

Ballast Pumps, No. and size 1 - 7" x 9" x 9"

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

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

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 3 @ 2 1/2" Dia.

In Holds, &c. No. 1 Hold 2 @ 2 1/2" Dia, No. 2 Hold 2 @ 2 1/2" Dia, Aft Main Hold 2 @ 2 1/2" Dia,

Aft Hold 1 @ 2 1/2" Dia, Tunnel Well 1 @ 2 1/2" Dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 7" Dia.

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 @ 4" 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

Both

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

Circulating Discharges only 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

What pipes pass through the deep tanks

None

Have they been tested as per Rule

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 4436 sq. ft.

Is Forced Draft fitted No

No. and Description of Boilers 2 - Single ended Marine type

Working Pressure 180 lbs. sq. in.

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

Yes

General Pumping Arrangements Yes (with Ship Report) Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—Two Top End Bolts & Nuts, Two Bottom End Bolts & Nuts,

Two Main Bearing Bolts, One set of Coupling Bolts, One set of Head & Bilge Pump Valves,

Thirty assorted Bolts & Nuts, Iron of various sizes,

One Cast Iron Propeller, One Main & One Donkey Check Valve lid, Three Plain Boiler Tubes,

Three Condenser Tubes, Twelve Junk Ring Bolts, Three Patent & Six Common Tube Stoppers.

The foregoing is a correct description,

FOR THE NORTH EASTERN MARINE ENGINEERING CO. L^{td}

John Neill

Manufacturer.



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Lloyd's Register Foundation

008344 - 008353 - 0132

If not, state whether, and when, one will be sent?

Is a Report also sent on the Hull of the Ship?

NOTE.—The words which do not apply should be deleted.

1927. May. 21. June. 1, 7, 20, 21, 29. July. 4, 8, 18, 28. Aug. 4, 9, 16, 18, 22, 24, 26. Sep. 13, 20, 29, 30
 During progress of work in shops - - Oct. 5, 11, 19, 25, 26, 28. Nov. 1, 4, 11, 21, 23, 24. Dec. 9, 14, 15, 16, 19, 30. 1928. Jan. 5, 6, 7.

Dates of Survey while building }
 During erection on board vessel - - - }
 Total No. of visits. 42

Dates of Examination of principal parts—Cylinders 18 - 8 - 27 Slides 29 - 9 - 27 Covers 26 - 8 - 27
 Pistons 24 - 8 - 27 Piston Rods 22 - 8 - 27 Connecting rods 16 - 8 - 27
 Crank shaft 11 - 10 - 27 Thrust shaft 28 - 10 - 27 Intermediate shafts 25 - 10 - 27
 Tube shaft ✓ Screw shaft 28 - 10 - 27 Propeller Working 1 - 11 - 27 Spare 4 - 11 - 27.
 Stern tube 26 - 10 - 27 Engine and boiler seatings 9 - 12 - 27 Engines holding down bolts 15 - 12 - 27.
 Completion of fitting sea connections 23 - 11 - 27
 Completion of pumping arrangements 16 - 12 - 27 Boilers fixed 16 - 12 - 27 Engines tried under steam 16 - 12 - 27
 Main boiler safety valves adjusted 16 - 12 - 27 Thickness of adjusting washers P.F. $\frac{5}{16}$ " P.A. $\frac{7}{16}$ " S.F. $\frac{9}{16}$ " S.A. $\frac{7}{16}$ "
 Crank shaft material Ingot Steel Identification Mark A.T.G. 11-10-27 Thrust shaft material Ingot Steel Identification Mark A.T.G. 25-10-27 LLOYDS N° 7747.N.
 Intermediate shafts, material Ingot Steel Identification Marks A.T.G. 25-10-27. Tube shaft, material ✓ Identification Mark ✓ LLOYDS N° 162.
 Screw shaft, material Ingot Steel Identification Mark A.T.G. 25-10-27. Steam Pipes, material SOLID DRAWN STEEL Test pressure 540 LBS. Date of Test 14-12-27.
 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 materials and workmanship are good.
 The Machinery has been constructed under Special Survey, and satisfactorily fitted in the vessel, and is eligible in my opinion for classification & the notation \oplus L.M.C. 1, 28. ✓

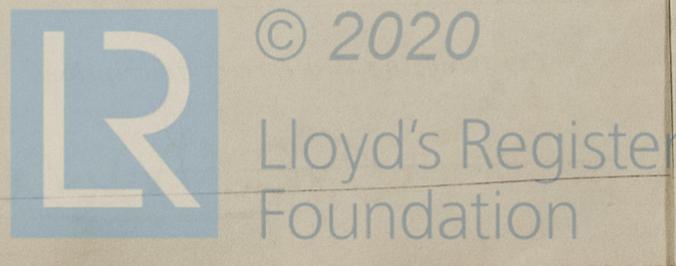
It is submitted that this vessel is eligible for THE RECORD. + LMC 1. 28. CL.

J.W.D.
 19/1/28.

A. I. Griffith.
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 4 : : When applied for,
 Special ... £ 64 : : 12 Jan 1928
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 17.2.28

Committee's Minute
 Assigned
 FRI. 20 JAN 1928
 + L.M.C. 1:28
 CL.
 CERTIFICATE WRITTEN



SUNDERLAND.
 The Surveyors are requested not to write on or below the space for Committee's Minute.