

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.

Number of Visits

42

Gross

2689

42028 on the

S. S. "NEWTON ABBOT"

Tons

Net 1614

Built at

Sunderland

By whom built

John Brown & Sons, Ltd

Yard No.

179

When built

1928

Engines made at

Sunderland

By whom made

North Eastern Marine Eng. Co. Ltd

Engine No.

2644

when made

1928

Boilers made at

Sunderland

By whom made

North Eastern Marine Eng. Co. Ltd

Boiler No.

2644

when made

1928

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"

Mid. length thickness

7"

shrunk

Thickness parallel to axis 7"

Thickness around eye-hole 5 9/16"

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 6.47"

as fitted 2 5/8"

Thickness between bushes

as per Rule 4.85"

as fitted 1 9/32"

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

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

Length of Bearing in Stern Bush

next to and supporting propeller

4'

1"

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"

Pumps connected to the

No. and size

1 - Ballast 7" x 9" x 9"

How driven

Steam

Main Bilge Line

How driven

Steam

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

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 Discharge 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

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 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

Yes

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 Red & Bilge Pump Valves,

Fifty assorted Bolts & Nuts, Iron of various sizes,

One Cast Iron Propeller, One Main & One Donkey Check Valve, 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. LTD

John Neill

Manufacturer.



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008344 - 008353 - 0182

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.

Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - - -

Total No. of visits 42

1927. May. 21. June. 1, 17, 20, 21, 29. July. 4, 8, 18, 28. Aug. 4, 9, 16, 18, 22, 24, 26. Sep. 13, 20, 29, 30.
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 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. LLOYD'S N° 162.
Intermediate shafts, material Ingot Steel Identification Marks A.T.G. 25-10-27. Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Ingot Steel Identification Mark A.T.G. 25-10-27. Steam Pipes, material SOLID DRAWN Test pressure 540 LBS. Date of Test 14-12-27. LLOYD'S N° 162.
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 ∇ L.M.C. 1, 28. ✓

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

W.D.
19/1/28.

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

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

Committee's Minute

Assigned

FRI. 20 JAN 1928

CERTIFICATE WRITTEN



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