

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 25 SEP 1925

NEWCASTLE-ON-TYNE

Date of writing Report Sept 22nd 1925 When handed in at Local Office Sept 22nd 1925 Port of NEWCASTLE-ON-TYNENo. in Survey held at Newcastle-on-Tyne Date, First Survey June 6th 1924 Last Survey Sept 18th 1925
Reg. Book. 26017 on the S.S. USWORTH (Number of Visits 3)

Built at Newcastle By whom built Wood Skinner & Co. Ltd. Yard No. 237 Tons { Gross 1969
Net 1100
When built 1925
Engines made at Newcastle By whom made North Eastern Marine Eng. Co. Ltd. Engine No. 2580 when made 1925
Boilers made at Newcastle By whom made North Eastern Marine Eng. Co. Ltd. Boiler No. 2580 when made 1925
Registered Horse Power 225 Owners Robert Stanley Shipping Co. Ltd. Port belonging to Newcastle
Nom. Horse Power as per Rule 225 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Inverted Triple Expansion

Dia. of Cylinders 21" 34" 57" Length of Stroke 36" Revs. per minute 70 No. of Cylinders 3 No. of Cranks 3
Dia. of Crank shaft journals as per rule 10.657" Dia. of Crank pin 10 3/4" Crank webs 18 1/2" Mid. length breadth 6 3/4" Thickness parallel to axis 6 3/4"
Diameter of Thrust shaft under collars as per rule 10.657" Diameter of Tunnel shaft as per rule 10.15" Diameter of Screw shaft as per rule 11 3/4" Is the Screw shaft fitted with a continuous liner the whole length of the stern tube Yes 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 joints burned no 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 no

If two liners are fitted, is the shaft lapped or protected between the liners no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated no Length of Stern Bush 48 1/4" Diameter of Propeller 14'-3"

Pitch of Propeller 15'-3" No. of Blades 4 State whether Moveable no Total Surface 60 square feet.

No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3 1/4" Stroke 22" Can one be overhauled while the other is at work Yes
No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 3 1/4" Stroke 22" Can one be overhauled while the other is at work Yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps One Duplex Feed 6 1/2"x4"x6" Ballast 8"x10"x10"

No. and size of Pumps connected to the Main Bilge Line 2 Main Engine Rams - Ballast pump

No. and size of Ballast Pumps One 8"x10"x10" No. and size of Lubricating Oil Pumps, including Spare Pump none

Are two independent means arranged for circulating water through the Oil Cooler no No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 1-3" 1-2 1/2" and in Holds, &c. No. 1. Hold 2-3" No. 2. Hold 2-2 3/4"

No. and size of Main Water Circulating Pump Bilge Suctions One 6" No. and size of Donkey Pump Direct Suctions yes
to the Engine Room Bilges One 3 1/2" 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 connections with the sea direct on the skin of the ship yes Are they 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 Discharge Pipes above or 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 are carried through the bunkers Forward Bilge Suctions How are they protected wooden coverings

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 Screw Shaft Tunnel watertight none Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 3660 sq ft
Is Forced Draft fitted no No. and Description of Boilers 2 S.E. Cyl. Mult^r 258 Working Pressure 180 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 no Main Boilers none Auxiliary Boilers none Donkey Boilers none

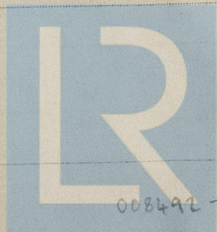
General Pumping Arrangements no Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:—One Cast Iron propeller - Two Bottom End Bolts + Nuts - Two Top End Bolts + Nuts - Two Main Bearing Bolts + Nuts - Six Coupling Bolts - 2 Feed Pump Valves - 2 Bilge pump valves - Assorted Bolts Nuts + Iron - 6 Condenser Tubes - 25 Condenser ferrules - One Set Air pump valves - Two Ballast Donkey valves - Two main feed check valves - 2 aux. feed check valves - 2 Safety valve springs - 2 piston valve springs.

The foregoing is a correct description

G. A. Stevenson

Manufacturer.



© 2020

Lloyd's Register Foundation

008492-008506-0181

Lloyd's Register
Foundation