

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 25 SEP 1925

Date of writing Report Sept 22nd 1925 When handed in at Local Office Sept 22nd 1925 Port of NEWCASTLE-ON-TYNE

No. 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 31)

Gross Tons 1969
 Net Tons 1100

Built at Newcastle By whom built Wood Skinner & Co. Ltd. Yard No. 237 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 _____ 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 Mid. length breadth 18 1/2" Thickness parallel to axis 6 3/4"
as fitted 10 3/4" Mid. length thickness 6 3/4" shrunk Thickness around eye-hole 5 1/16"

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 as fitted 10 3/4" as fitted 11 3/4" Yes

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 _____ 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 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" x 4" x 6" Ballast 8" x 10" x 10"

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" x 10" x 10" No. and size of Lubricating Oil Pumps, including Spare Pump none

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

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 _____

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 covers

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^l 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 _____ Main Boilers _____ Auxiliary Boilers none Donkey Boilers none

(If not state date of approval)

General Pumping Arrangements no Oil fuel Burning Piping Arrangements _____

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. Stephenson

Manufacturer.



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008492-008506-0181

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

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

1924 June 6 Aug 11.14.18.20.22.25.29. Sept 1.3.11.12.17 Oct 1.4.10.16.20.21.22.27.28.30

Dates of Survey while building
 During progress of work in shops -- 1924 Nov 17.18
 During erection on board vessel --- 1924 Dec 2.4.5.11 - 1925 Jan 2. Sept 18
 Total No. of visits 31

Dates of Examination of principal parts - Cylinders 1.10.24 - 27.10.24 Slides 22.10.24
 Covers 22.10.24 Pistons 20.10.24 Rods 11.9.24
 Connecting rods 20.8.24 Crank shaft 25.8.24 Thrust shaft 1.9.24
 Tunnel shafts Screw shafts 11.9.24 Propeller 17.11.24
 Stern tube 27.10.24 Engine and boiler seatings 2.12.24 Engines holding down bolts 2.12.24
 Completion of pumping arrangements 11.12.24 Boiler's fixed 2.12.24 Engines tried under steam 11.12.24
 Completion of fitting sea connections 18th Nov. 1924 Stern tube 18th Nov. 1924 Screw shaft and propeller 2.12.24
 Main boiler safety valves adjusted 11th Dec. 1924 Thickness of adjusting washers Pist. Bl. P. 5 5/16" Stamb. Bl. P. 3/4" 5 3/32"
 Material of Crank shaft steel Identification Mark on Do. 592.25.8.24.RLA.
 Material of Thrust shaft steel Identification Mark on Do. 592.1.9.24-MR.
 Material of Tunnel shafts none (engines aft) Identification Marks on Do. ✓
 Material of Screw shafts steel Identification Marks on Do. 592.11.9.24-MR
 Material of Steam Pipes S.S. steel ✓ Test pressure 540 lbs ✓ Date of Test 30.10.24 3.11.24 - 8.12.24
 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. This vessel's machinery has been examined during construction, and the materials and workmanship are good and in accordance with the approved plans, and the requirements of the Rules. On completion it was submitted to a steam trial with satisfactory results at which time the safety valves were adjusted under steam to the working pressure. It is therefore eligible in our opinion to be classed in the R.R.R. with the notation of +LMC.9.25.

+LMC 9.25. C.L.
 J.A.
 25/9/25
 J.F.R.

NEWCASTLE-ON-TYNE

Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 4 : 0 :
 Special ... £ 56 : 5 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 23/21 1925
 When received, 27/21 1925

M. Peterson & Ree Amner
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 29 SEP 1925
 Assigned + LMC 9.25 C.L.



CERTIFICATE WRITTEN