

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

9 MAY 1929

Date of writing Report 19 When handed in at Local Office 7/6/29, 19 Port of Newcastle-on-Tyne

No. in Survey held at SOUTH SHIELDS Date, First Survey Dec. 5<sup>th</sup> 1928. Last Survey May 1<sup>st</sup> 1929.

Reg. Book. 89348 on the S.S. "BRIKA" (Number of Vists 28.)

Built at South Shields By whom built John Readhead & Sons Ltd. Yard No. 495. Tons } Gross 4418.  
 Net 2736  
 Engines made at South Shields By whom made John Readhead & Sons Ltd. Engine No. 495 when made 1929.  
 Boilers made at South Shields By whom made John Readhead & Sons Ltd. Boiler No. 495 when made 1929.  
 Registered Horse Power Owners La Suisienne Steam Navigation Co Ltd Port belonging to Swansea.  
 Nom. Horse Power as per Rule 341 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.  
 Trade for which Vessel is intended

**ENGINES, &c.**—Description of Engines Triple-Expansion, Surface-Condensing, Reciprocating Revs. per minute

Dia. of Cylinders 24½"-41"-66" Length of Stroke 45" No. of Cylinders three No. of Cranks three

Crank shaft, dia. of journals as per Rule 12.705" as fitted 12¾" Crank pin dia. 12¾" Crank webs Mid. length breadth 18" Thickness parallel to axis 9" shrunk  
 Mid. length thickness 9" Thickness around eye-hole 5½"

Intermediate Shafts, diameter as per Rule 12.1" as fitted 12½" Thrust shaft, diameter at collars as per Rule 12.705" as fitted 13"

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 13.472" as fitted 14½" Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 71" as fitted ¾" Thickness between bushes as per Rule 533" as fitted ¾" 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  
 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 No Length of Bearing in Stern Bush next to and supporting propeller 5'-0"

Propeller, dia. 16'-6" Pitch 16'-6" No. of Blades 4 Material Bronze whether Movable No Total Developed Surface 81 sq. feet

Feed Pumps worked from the Main Engines, No. two Diameter 3½" Stroke 24" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. two Diameter 4¾" Stroke 24" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size one G.S. Duplex 7½" x 5" x 6" one Weirs 7½" x 5½" x 12" Pumps connected to the Main Bilge Line { No. and size one 10" x 11½" x 10" (Ballast pump) How driven Steam

Ballast Pumps, No. and size one duplex 10" x 11½" x 10" 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 three 2½" - one 4½" direct.  
 In Holds, &c. No 1 two 3" : No 2 two 3½" : No 3 two 3" : No 4 two 3" : Tunnel Well one 2½"

**Main Water Circulating Pump Direct Bilge Suctions, No. and size one 5½"** Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 4½"

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 both

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 Y) Total Heating Surface of Boilers 4460 sq. Feet.

Is Forced Draft fitted Yes No. and Description of Boilers two Single-Ended Multitubular Working Pressure 180 lbs per 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

**PLANS.** Are approved plans forwarded herewith for Shafting no Main Boilers Yes Auxiliary Boilers Donkey Boilers Yes

(If not state date of approval)

Superheaters General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements

**SPARE GEAR.** State the articles supplied:— 2 piston rod bolts & nuts: 2 Connecting rod bolts & nuts: 2 Main bearing bolts & nuts:  
 1 set Coupling bolts & nuts: 1 set Feed pump Valves: 1 set bilge pump Valves: 1 set Air pump Valves: 1 set Circulating pump valves.  
 A quantity assorted bolts & nuts: 6 bars assorted Iron: 1 Cast Iron propeller: 1 Tail Shaft: 1 Eccentric Strap:  
 2 Safety Valve springs: 6 piston bolts.

The foregoing is a correct description,

FOR JOHN READHEAD & SONS, LIMITED.

*John H. Readhead*

Manufacturer.



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If not, state whether, and when, one will be sent? Is a Report also sent on the Hull of the Ship? NOTE.—The records which do not apply should be deleted.

1928 Dec. 5. 17. 27. 31. 1929 Jan. 10. 21. Feb. 1. 7. 12. 19. Mar. 1. 5. 6. 8. 22. 28.  
 During progress of work in shops - - -  
 Apr. 4. 6. 9. 10. 11. 12. 17. 18. 19. 24. 26. May 1.  
 During erection on board vessel - - -  
 Total No. of visits 28.

Dates of Examination of principal parts - Cylinders 17/12/28: 21/1/29: 7/2/29 Slides 21/1/29 Covers 17/12/29  
 Pistons 17/12/29 Piston Rods 5/12/28: 1/2/29 Connecting rods 5/12/29: 1/2/29  
 Crank shaft 1/2/29 Thrust shaft 2/1/29: 1/2/29 Intermediate shafts 21/1/29: 7/2/29: 19/2/29: 6/3/29  
 Tube shaft ✓ Screw shaft 7/2/29: 19/2/29: 5/3/29 Propeller 5/3/29: 22/3/29  
 Stern tube 5/3/29: 22/3/29 Engine and boiler seatings 6/3/29 Engines holding down bolts 12/4/29  
 Completion of fitting sea connections 6/3/29  
 Completion of pumping arrangements 24/4/29 Boilers fixed 12/4/29 Engines tried under steam 12/4/29  
 Main boiler safety valves adjusted 12/4/29: Donkey Blr 18/4/29 Thickness of adjusting washers Port Blr. 5 1/2": Star Blr. 5 1/2": Donkey Blr. 4 1/2"  
 Crank shaft material S.M.I. Steel Identification Mark 9811 16-1-29 Thrust shaft material S.M.I. Steel Identification Mark 9784  
 Intermediate shafts, material S.M.I. Steel Identification Marks 9774-9775 9777-9778-9779 Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material S.M.I. Steel Identification Mark 9776-9785 Steam Pipes, material Copper Test pressure 360 lbs Date of Test 9/4/29  
 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 Yes  
 Is this machinery duplicate of a previous case Yes If so, state name of vessel S.S. "THALA" (No 494).

**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 the requirements of the Rules and the approved plans.  
 The Materials and the Workmanship are good.  
 The Machinery was securely fitted on board the Vessel and tested under steam and in my opinion the Vessel is eligible for Record of LMC 5-29.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 5.29. C.L. FD

Wm Monson  
 9.5.29

The amount of Entry Fee ... £ 5 : 0 :  
 Special ... £ 76 : 3 :  
 Donkey Boiler Fee ... £ 8 : 12 :  
 Travelling Expenses (if any) £ - : - :  
 When applied for, 8 MAY 1929  
 When received, 10.5.29

Wm Monson  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned + L.M.C. 5.29

CERTIFICATE WRITTEN.

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

