

∴ No. 83.093.
8-11-1928

Received at London Office

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|----------------------------|-------------------------------------|--|----------------------------|--------------------------|----------------------------|
| of writing Report | 30-7-1928 | When handed in at Local Office | 4-8-1928 | Port of | NEWCASTLE-ON-TYNE |
| in Survey held at | Jarrow | Date, First Survey | 10 th June 1927 | Last Survey | 27 th July 1928 |
| Book. | | | | Number of Visits | 48 |
| on the | Single Twin Triple | Screw vessels | M/V "BRITISH HONOUR" | Tons | Gross 6991 Net 4174 |
| at | Jarrow | By whom built | Palmers Co. Ltd. | Yard No. | 970 |
| ines made at | Winterthur | By whom made | Sulzer Bros. | Engine No. | 5684 |
| key Boilers made at | Jarrow | By whom made | Palmers Co. Ltd. | Boiler No. | |
| ce Horse Power | 2700 | Owners | Yankers Ltd. | Port belonging to | London |
| ce Horse Power as per Rule | 748 ✓ | Is Refrigerating Machinery fitted for cargo purposes | NO | Is Electric Light fitted | Yes |

ENGINES, &c.—Type of Engines **Sulzer Diesel** 2 or 4 stroke cycle Single or double acting

max pressure in cylinders No. of cylinders Diameter of cylinders No. of cranks Length of stroke

of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank **YES**

tutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used

k Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis shrunk Thickness around eye-hole

wheel Shafts, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule **13.8** as fitted **19.5** Thrust Shaft, diameter at collars as per Rule as fitted

e Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule **15.122** as fitted **20.5** Is the tube screw shaft fitted with a continuous liner **YES**

nze Liners, thickness in way of bushes as per Rule **.75** as fitted **3/8** Thickness between bushes as per rule **13** as fitted **7/16** Is the after end of the liner made watertight in the

ller boss **YES** If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

e 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

ro liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after

of the tube shaft **No** Length of Bearing in Stern Bush next to and supporting propeller **5.3**

peller, dia. **15' 10 1/2"** Pitch **12' 7 1/2"** No. of blades **4** Material **BRONZE** whether Moveable **No** Total Developed Surface **82** sq. feet

od of reversing Engines **SERVO MOTOR** Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication

ICD Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with

onducting material **YES** If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

ing Water Pumps, No. **TWO** **MOTOR DRIVEN** Is the sea suction provided with an efficient strainer which can be cleared within the vessel **YES**

e Pumps fitted to the Main Engines, No. **ONE** Diameter **190** Stroke **150 1/2** Can one be overhauled while the other is at work **YES**

ps connected to the Main Bilge Line { No. and Size **BALLAST PUMP 10" X 12" X 12"** **FIRE AND BILGE PUMP 8" X 8 1/2" X 8"** How driven **STEAM**

last Pumps, No. and size **ONE - 10" X 12" X 12"** Lubricating Oil Pumps, including Spare Pump, No. and size **TWO**

two independent means arranged for circulating water through the Oil Cooler **YES** Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

ps, No. and size:—In Engine and Boiler Room **ONE @ 6", ONE @ 5", TWO @ 3 1/2"**

olds, &c. **3 @ 5"**

ependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes **YES** Are the Bilge Suctions in the Machinery Space

from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges **YES**

all Sea Connections fitted direct on the skin of the ship **YES** Are they fitted with Valves or Cocks **BOTH**

they fixed sufficiently high on the ship's side to be seen without lifting the platform plates **YES** Are the Overboard Discharges above or below the deep water line **ABOVE**

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**

at pipes pass through the bunkers How are they protected

at pipes pass through the deep tanks Have they been tested as per Rule

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times **YES**

he 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

partment to another **YES** Is the Shaft Tunnel watertight **NONE** Is it fitted with a watertight door worked from

| wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork | | | | | | |
|---|---------------|-----------------|-----------------------|------------|-----------|-------|
| No. | No. of stages | Diameters | Stroke | Driven by | | |
| in Air Compressors, No. | | | | | | |
| Auxiliary Air Compressors, No. | one | No. of stages 3 | Diameters 16½"-9"-4½" | Stroke 9½" | Driven by | Steam |
| all Auxiliary Air Compressors, No. | | No. of stages | Diameters | Stroke | Driven by | |
| Evenging Air Pumps, No. | | Diameter | Stroke | Driven by | | |
| as per Rule | | | | | | |
| Auxiliary Engines crank shafts, diameter | | | | | | |
| as fitted | | | | | | |

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule.....

What means are provided for cleaning their inner surfaces.....

Are the internal surfaces of the receivers be examined.....

Is there a drain arrangement fitted at the lowest part of each receiver.....

| High Pressure Air Receivers, No. | Cubic capacity of each | Internal diameter | thickness |
|--|------------------------|---------------------------|---------------------------|
| Unless, lap welded or riveted longitudinal joint | Material | Range of tensile strength | Working pressure by Rules |
| Low Pressure Air Receivers, No. | Total cubic capacity | Internal diameter | thickness |
| Unless, lap welded or riveted longitudinal joint | Material | Range of tensile strength | Working pressure by Rules |

IS A DONKEY BOILER FITTED? **YES**

If so, is a report now forwarded? ☒

HYDRAULIC TESTS:—

| DESCRIPTION. | DATE OF TEST. | WORKING PRESSURE. | TEST PRESSURE. | STAMPED. | REMARKS. |
|----------------------------------|---------------|-------------------|----------------|----------|----------|
| ENGINE CYLINDERS | | | | | |
| " " COVERS | | | | | |
| " " JACKETS | | | | | |
| " PISTON WATER PASSAGES | | | | | |
| MAIN COMPRESSORS—1st STAGE | | | | | |
| " 2nd " | | | | | |
| " 3rd " | | | | | |
| AIR RECEIVERS—STARTING | | | | | |
| " INJECTION | | | | | |
| AIR PIPES | | | | | |
| FUEL PIPES | | | | | |
| FUEL PUMPS | | | | | |
| SILENCER | | | | | |
| " WATER JACKET | | | | | |
| SEPARATE FUEL TANKS | | | | | |

PLANS. Are approved plans forwarded herewith for Shafting ☒ Receivers ☒ Separate Tanks ☒
(If not, state date of approval)
Donkey Boilers ☒ General Pumping Arrangements ☒ Oil Fuel Burning Arrangements ☒

SPARE GEAR *One propeller shaft, one cast iron propeller*

Also See attached list.

Palmers Shipbuilding & Iron Co., Ltd.
The foregoing is a correct description, *Ltd.*

N. Brown
Manager, Engine Works Manufacturer.

Dates of Survey while building { During progress of work in shops— *1927 June 10, 29, July 4, 11, Oct. 14, 17, 26, Nov. 8, 9, 11, 24, 30, Dec. 3, 5, 9, 14, 20, 23, 30.*
During erection on board vessel— *1928 Jan. 4, 5, 9, 13, 20, 23, Feb. 1, 6, 7, 16, Mar. 2, 6, 25, May 2, 3, 8, 9, 14, 18, 22, 30, June 4, 6, 7, 8, 11, 12, 20, July 2*
Total No. of visits *48.*

Dates of Examination of principal parts—Cylinders ☒ Covers ☒ Pistons ☒ Rods ☒ Connecting rods ☒
Crank shaft ☒ Flywheel shaft ☒ Thrust shaft ☒ Intermediate shafts ☒ Tube shaft ☒
Screw shaft *1/4/28, 7/2/28* Propeller *1/1/28, 16/2/28* Stern tube *23/1/28* Engine seatings *26/4/28* Engines holding down bolts *2/4/28*
Completion of fitting sea connections *16/2/28* Completion of pumping arrangements *6/6/28* Engines tried under working conditions *20/6/28, 27/7/28*
Crank shaft, Material ☒ Identification Mark ☒ Flywheel shaft, Material ☒ Identification Mark ☒
Thrust shaft, Material ☒ Identification Mark ☒ Intermediate shafts, Material *Steel* Identification Marks *13/28, 22/7/28*
Tube shaft, Material ☒ Identification Mark ☒ Screw shaft, Material *Steel* Identification Mark *13/27, 22/7/28*

Is the flash point of the oil to be used over 150° F. **YES**

Is this machinery duplicate of a previous case **YES** If so, state name of vessel **"BRITISH LOYALTY"**

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery has been fitted on board the vessel, and tried under sea conditions, and found satisfactory. Eligible in my opinion to have notation of +L.M.C. 7. 28 C.L. in the Register Book.*

See Winterthur Report No. 77

The amount of Entry Fee ... £ : :
Special ... £ **22 : 9** : :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, *27 AUG 1928*
When received, *29 8 1928*

Committee's Minute

TUES. 14 AUG 1928

Assigned

See Report attached

Thomas Napier

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

NEWCASTLE-ON-TYNE

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