

REPORT ON MACHINERY

Lon Rpt 85671.
No. 8298.
10003

Received at London Office

Date of writing Report 4th April 1921 When handed in at Local Office 8th April 1921 Port of DUNDEE

No. in Survey held at Dundee Date First Survey 16th Oct. 1919. Last Survey 1st April 1921.
Reg. Book. on the Engine No 112. "H.M.S. Royal Regis" (ex Melcombe Regis) (Number of Visits 24) 11th July 1922

Master Built at Lowestoft By whom built J. Chambers & Co. Ltd. Tons Gross Net When built

Engines made at Dundee By whom made Yeaman & Baggisen when made 1921.

Boilers made at Glasgow By whom made Jas. Neilson & Son, Ltd. when made 1922.

Registered Horse Power Owners Harrisons Sons & Co. Port belonging to London

Nom. Horse Power as per Section 28 96 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted No

ENGINES, &c.—Description of Engines Triple Expansion No. of Cylinders 3 No. of Cranks 3

Dia. of Cylinders 14" . 23" . 38" Length of Stroke 24" Revs. per minute 118 Dia. of Screw shaft as per rule 7.87 Material of screw shaft Steel

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 water tight 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 If two liners are fitted, is the shaft lapped or protected between the liners Length of stern bush 2'-9"

Dia. of Tunnel shaft as per rule 7.11 Dia. of Crank shaft journals as per rule 7.44 Dia. of Crank pin 7 3/4" Size of Crank webs 5" x 14 1/2" Dia. of thrust shaft under collars 7 3/4" Dia. of screw 9'-3" Pitch of Screw 10'-0" No. of Blades 4 State whether moceable No Total surface 35 sq. ft.

No. of Feed pumps 2 Diameter of ditto 2 3/4" Stroke 14" Can one be overhauled while the other is at work Yes

No. of Bilge pumps 2 Diameter of ditto 2 3/4" Stroke 14" Can one be overhauled while the other is at work Yes

No. of Donkey Engines 2 Sizes of Pumps 5 1/2" x 3 1/2" x 5" - General No. and size of Suctions connected to both Bilge and Donkey pumps 2" x 4" x 8" - Ballast

In Engine Room Boiler room; Three 2" dia. In Holds, &c. Hold:- Two 2" after peak:- one, 2"

Four peak:- one, 2"; No. 1. Tank:- Three 2"; No. 2. Tank:- Three 2"

No. of Bilge Injections One sizes 3" Connected to condenser, or to circulating pump Yes Is a separate Donkey Suction fitted in Engine room & size Yes. 2"

Are all the bilge suction pipes fitted with roses Yes Are the roses in Engine room always accessible Yes Are the sluices on Engine room bulkheads always accessible

Are all connections with the sea direct on the skin of the ship Yes Are they Valves or Cocks Valves & cocks

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 Above

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 None How are they protected

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

Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges Yes

Is the Screw Shaft Tunnel watertight Is it fitted with a watertight door worked from

BOILERS, &c.—(Letter for record) Manufacturers of Steel

Total Heating Surface of Boilers 1666 sq. ft. Is Forced Draft fitted No. and Description of Boilers One Single Ended marine

Working Pressure 180 lb. sq. in. Tested by hydraulic pressure to Date of test No. of Certificate

Can each boiler be worked separately Area of fire grate in each boiler No. and Description of Safety Valves to each boiler

Area of each valve Pressure to which they are adjusted Are they fitted with easing gear

Smallest distance between boilers or uptakes and bunkers or woodwork Mean dia. of boilers Length Material of shell plates

Thickness Range of tensile strength Are the shell plates welded or flanged Descrip. of riveting: cir. seams

long. seams Diameter of rivet holes in long. seams Pitch of rivets Lap of plates or width of butt straps

Per centages of strength of longitudinal joint rivets Working pressure of shell by rules Size of manhole in shell

Size of compensating ring No. and Description of Furnaces in each boiler Material Outside diameter

Length of plain part top Thickness of plates crown Description of longitudinal joint No. of strengthening rings

Working pressure of furnace by the rules Combustion chamber plates: Material Thickness: Sides Back Top Bottom

Pitch of stays to ditto: Sides Back Top If stays are fitted with nuts or riveted heads Working pressure by rules

Material of stays Area at smallest part Area supported by each stay Working pressure by rules End plates in steam space:

Material Thickness Pitch of stays How are stays secured Working pressure by rules Material of stays

Area at smallest part Area supported by each stay Working pressure by rules Material of Front plates at bottom

Thickness Material of Lower back plate Thickness Greatest pitch of stays Working pressure of plate by rules

Diameter of tubes Pitch of tubes Material of tube plates Thickness: Front Back Mean pitch of stays

Pitch across wide water spaces Working pressures by rules Girders to Chamber tops: Material Depth and

thickness of girder at centre Length as per rule Distance apart Number and pitch of stays in each

Working pressure by rules Steam dome: description of joint to shell % of strength of joint

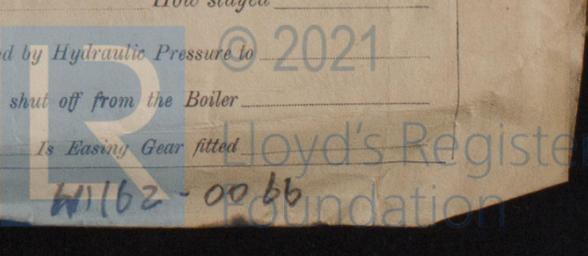
Diameter Thickness of shell plates Material Description of longitudinal joint Diam. of rivet holes

Pitch of rivets Working pressure of shell by rules Crown plates Thickness How stayed

SUPERHEATER. Type Date of Approval of Plan Tested by Hydraulic Pressure to

Date of Test Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler

Diameter of Safety Valve Pressure to which each is adjusted Is Easing Gear fitted



W1162-0066

IS A DONKEY BOILER FITTED? *Yes*

If so, is a report now forwarded? *Yes*

SPARE GEAR. State the articles supplied: *Two top end bolts + nuts. Two bottom end bolts + nuts. Two main bearing bolts + nuts. Set of coupling bolts + nuts. Spare valves for air circulating feed + bilge pumps. 6 pump ring studs. Main + donkey check valves. Assorted bolts + nuts, + iron of various sizes.*

The foregoing is a correct description,

J. Laman & Baggesen Manufacturers

Dates of Survey while building: During progress of work in shops -- *1919 OCT. 10. NOV. 19. 1920 MAR. 22 MAY 28. JUNE 22. JULY 12. AUG. 26. SEP. 28. 20. OCT. 2. DEC. 14. 1921 JAN. 19. 25. 31. FEB. 2. 9. 18. MAR. 4. 16. 22. 30. APR. 1.*
During erection on board vessel ---
Total No. of visits *24.* Is the approved plan of main boiler forwarded herewith
" " " donkey " " "

Dates of Examination of principal parts—Cylinders *18.2.21* Slides *22.3.21* Covers *18.2.21* Pistons *22.3.21* Rods *16.3.21*

Connecting rods *16.3.21* Crank shaft *19.1.20* Thrust shaft *20.9.20* Tunnel shafts Screw shaft *14.12.20* Propeller *14.12.20*

Stern tube *14.12.20* Steam pipes tested *27.1.22* Engine and boiler seatings *26.10.21* Engines holding down bolts *9.1.22*

Completion of pumping arrangements *7.7.22* Boilers fixed *26.10.21* Engines tried under steam *7.7.22*

Completion of fitting sea connections *8.2.21* Stern tube *5.4.21* Screw shaft and propeller *5.4.21*

Main boiler safety valves adjusted *7.7.22* Thickness of adjusting washers *Pat 9/16" Stat 5/8"*

Material of Crank shaft *Steel* Identification Mark on Do. *900 J.H.R.* Material of Thrust shaft *Steel* Identification Mark on Do. *900 J.H.R.*

Material of Tunnel shafts Identification Marks on Do. Material of Screw shafts *Steel* Identification Marks on Do. *900 J.H.R.*

Material of Steam Pipes *Copper* Test pressure

Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.

Have the requirements of Section 49 of the Rules been complied with

Is this machinery duplicate of a previous case *No* If so, state name of vessel *S.S. "Selwate Regis" bound Rpt. 8290.*

General Remarks (State quality of workmanship, opinions as to class, &c.)

This engine has been built under special survey. The materials workmanship all sound & good.

It has been dispatched to Lowestoft, where it will be fitted on board.

The Engines and boilers have been satisfactorily installed, tried under working conditions, and the Safety valves of main and donkey boiler adjusted under steam, and is now in my opinion, eligible for the record of + L.M.C. 7.22.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C 7.22. CL.

J.W.D. 24/7/22

The amount of Entry Fee ... £ 2 :
Special *25* £ 9 : 12 } When applied for, *8/4 1921*
Donkey Boiler Fee ... £ 4 : 16 } *18/6 22*
Travelling Expenses (if any) (LON %C) £ 7 : 17 } When received, *12.13.6 21.6.22*

A.G. Salminen
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. JUL 28 1922

Assigned *L.M.C. 7.22*
C.L.

MACHINERY CERTIFICATE WRITTEN



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