

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 24 OCT 1925

Date of writing Report

10

When handed in at Local Office 23 OCT. 1925

Port of

Sunderland

No. in Survey held at
Reg. Book.

Sunderland

Date, First Survey 22 Oct.

Last Survey 20 Oct 1925

(Number of Visits 42)

40225 on the

new steel

S.S. NEWTON BEECH

Tons

Gross 4220 46 44

Net 2800 28 11

Built at

Sunderland

By whom built

W. Pickersgill & Son Ltd

Yard No.

215

When built

1925

Engines made at

Sunderland

By whom made

N. E. Marine Eng. Co. Ltd

Engine No.

2611

when made

1925

Boilers made at

Sunderland

By whom made

N. E. Marine Eng. Co. Ltd

Boiler No.

2611

when made

1925

Registered Horse Power

Owners Tyne-side Line (1925) Ltd

Port belonging to

Newcastle

Nom. Horse Power as per Rule

346

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

ENGINES, &c.—Description of Engines

Triple Expansion

Dia. of Cylinders 25-41-68 Length of Stroke 45" Revs. per minute 68 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 13.024 as fitted 13.024 Dia. of Crank pin 13.5" Crank webs Mid. length breadth 20.4 Mid. length thickness 8.5 shrunk Thickness parallel to axis 8.5 Thickness around eye-hole 6.6
 Diameter of Thrust shaft under collars as per rule 13.024 as fitted 13.024 Diameter of Tunnel shaft as per rule 12.4 as fitted 12.4 Diameter of Screw shaft as per rule 14.02 as fitted 14.02 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

between the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive

If two liners are fitted, is the shaft lapped or protected between the liners

of it being efficiently lubricated

Pitch of Propeller 14-3" No. of Blades 4 State whether Moveable No Total Surface 90 square feet

No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3.5" Stroke 24" Can one be overhauled while the other is at work Yes

No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 4" Stroke 24" Can one be overhauled while the other is at work Yes

Total number and size of power driven ~~Feed and Bilge~~ Auxiliary Pumps Two 7x5x8"

No. and size of Pumps connected to the Main Bilge Line Ballast Pump

No. and size of Ballast Pumps One 8.5" x 11" x 10.5" No. and size of Lubricating Oil Pumps, including Spare Pump

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

Bilge Pumps;—In Engine and Boiler Room 3 @ 2.5"

For Main Hold 2 @ 3.5" dia Aft Main Hold 2 @ 3" dia Apt Hold 2 @ 3" dia

Tunnel Well one @ 2.5" dia

No. and size of Main Water Circulating Pump Bilge Suctions one @ 8"

to the Engine Room Bilges One @ 4.5" 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 size 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 Main below others 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 For Hold Suctions How are they protected Limber Boards

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 Yes Is it fitted with a watertight door Yes worked from Top Platform

Total Heating Surface of Boilers 5466 sq. ft.

MAIN BOILERS, &c.—(Letter for record (S))

Is Forced Draft fitted No No. and Description of Boilers 3-Single ended marine type 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 Yes Auxiliary Boilers Yes Donkey Boilers Yes

General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—One Screw shaft, Propeller, 2 Bottom end bolts & nuts

2 Top end bolts and nuts, 2 Main bearing bolts and nuts

6 Coupling bolts and nuts, 2 Feed pump valves

2 Bilge pump valves, 2 Cwt of Inm plate

1 Cwt Inm bar, 100 Assorted bolts and nuts

12 Condenser tubes, 12 Boiler tubes

3 Main check valve lids, 3 Donkey check valve lids

The foregoing is a correct description,

FOR THE NORTH EASTERN MARINE ENGINEERING CO. LTD

Manufacturer.

C. T. Adams
Manager

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Lloyd's Register

W0431-0137

1925 Apr. 22 28 29 May 4 11 14 20 June 3 10 11 15 18 July 2 8 14 17 24 Aug 6
During progress of work in shops - - 10 17 18 20 21 25 28 31 Sep 2 4 11 14 15 16 17 21 22 23 24 25 29 Oct 9 12 20
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 12

Dates of Examination of principal parts - Cylinders 10-8-25 Slides 6-8-25
Cocers 2-4-25 Pistons 4-5-25 Rods 24-4-25
Connecting rods 14-4-25 Crank shaft 18-8-25 Thrust shaft 2-4-25
Tunnel shafts 18-8-25 Screw shafts 25-8-25 31-8-25 Propeller 20-8-25
Stern tube 4-9-25 Engine and boiler seatings 21-9-25 Engines holding down bolts 24-9-25
Completion of pumping arrangements 22-9-25 Boilers fired 22-9-25 Engines tried under steam 29-9-25
Completion of fitting sea connections 31-8-25 Stern tube 18-9-25 Screw shaft and propeller 15-9-25
Main boiler safety valves adjusted 29-9-25 Thickness of adjusting washers Pt. 134 $\frac{5}{8}$ $\frac{5}{16}$ Cent. 134 $\frac{5}{8}$ $\frac{5}{16}$ Star. 134 $\frac{5}{8}$ $\frac{5}{16}$
Material of Crank shaft Ingot Steel Identification Mark on Do. LLOYDS N° 7241 N G.A. 18-8-25 A
Material of Thrust shaft Ingot Steel Identification Mark on Do. LLOYDS N° 5999 G.A. 2-4-25 A
Material of Tunnel shafts Ingot Steel Identification Marks on Do. LLOYDS N° 6000 G.A. 18-8-25 A
Material of Screw shafts Ingot Steel Identification Marks on Do. LLOYDS N° 6005 G.A.H. 25-8-25 (Working)
LLOYDS N° 6006 G.A.H. 31-8-25 (Shank)
Material of Steam Pipes L.W. Steel Test pressure 600 lbs. sq. in. Date of Test 28-8-25 to 23-9-25
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 Yes If so, state name of vessel S.S. "NEWTON ASH"

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

The materials and workmanship are good
The machinery has been constructed under special survey
and is eligible in my opinion for classification and the
record of + L.M.C. 10-25

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 10.25. CL.

C. S. T. 26/10/25

The amount of Entry Fee ... £ 5 : - : When applied for,
Special ... £ 46 : 18 : 19 Oct 1925
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 26/10/25

Committee's Minute

FRI. 30 OCT 1925

Assigned

+ L.M.C. 10.25
C.L.

CERTIFICATE WRITTEN

George Anderson
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation