

Rpt. 4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Hull No. 35559 No. 28211

Received at London Office

26 AUG 1924

Date of writing Report

19

When handed in at Local Office

23/8/

1924 Port of

NEWCASTLE-ON-TYNE

Hull. 26-9/24

No. in Survey held at

Newcastle-on-Tyne

Date, First Survey

4 March 1924

Last Survey

21 August 1924

Reg. Book.

88740 on the

Steel Sc.

CYRILLE DANNEELS

(Number of Visits 38.)

Tons

Gross

Net

Built at

Goole

By whom built

Goole S. B. Co. Ltd.

Yard No.

257

When built

1924

Engines made at

Newcastle

By whom made

Hull Eastern Marine Eng. Co. Ltd.

Engine No.

2566

when made

1924

Boilers made at

Newcastle

By whom made

Hull Eastern Marine Eng. Co. Ltd.

Boiler No.

2566

when made

1924

Registered Horse Power

Owners

Bucklin Shipping & Coal Exporters Ltd. Port belonging to Goole

Nom. Horse Power as per Rule

204

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

ENGINES, &c.—Description of Engines

Inverted Triple Expansion

Dia. of Cylinders 19" 31" 52" Length of Stroke 36" Revs. per minute No. of Cylinders 3 No. of Cranks 3

Dia. of Crank shaft journals as per rule 10.072" as fitted 10 1/4" Dia. of Crank pin 10 1/4" Crank webs Mid. length breadth 16 1/2" Mid. length thickness 6 1/2" Thickness parallel to axis 6 1/2" Thickness around eye-hole 5 1/2"

Diameter of Thrust shaft under collars as per rule 10.072" as fitted 10 1/4" Diameter of Tunnel shaft as per rule 9.593" as fitted 9 5/8" Diameter of Screw shaft as per rule 10.9" as fitted 11 1/4" 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 Yes 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 Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated Yes Length of Stern Bush 50" Diameter of Propeller 13'6"

Pitch of Propeller 13'6" No. of Blades 4 State whether Moveable No Total Surface 56 square feet.

No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3" Stroke 20" 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" Stroke 20" Can one be overhauled while the other is at work Yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps Two 7" x 4 1/2" x 8" 7" x 8" x 8"

No. and size of Pumps connected to the Main Bilge Line 2 Main Engine Bilge Pumps + Ballast

No. and size of Ballast Pumps One 7" x 8" x 8" 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 E.R. 2-2 1/2" S.Hold 1-3 1/2" and in Holds, &c. No. 2 Hold 2-2 1/4"

No. 3 Hold 2-2 1/2" S.Hold + Tunnel Well 3 1/2"

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 except main Injection Valve. Are they Valves or Cocks Both

Are they fixed sufficiently high on the ship's side to be seen without lifting the stowage plates Yes Are the Discharge Pipes 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 are carried through the bunkers Forward Bilge Suctions How are they protected Wood-cased

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 See hull report worked from

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

Total Heating Surface of Boilers

3540 sq

Is Forced Draft fitted

No

No. and Description of Boilers

Two Single End Cyl. hull

Working Pressure

180 lbs/sq

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

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

(If not state date of approval)

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

State the articles supplied:—

One Cast Iron Propeller, 3 Bottom End Bolts + Nuts, 3 Top End Bolts + Nuts,

2 Main Bearing Bolts + Nuts, 2 Main Bearing Bolts + Nuts, Six Coupling Bolts + Nuts,

Half set of Coach Springs for L.P. Piston Rings, Two Feed Pump Valves, Two Bilge Pump Valves,

Assorted Bolts, Nuts + Wn.

The foregoing is a correct description

G. Stephenson

Manufacturer.



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Lloyd's Register Foundation

W 472-0126

1924
 During progress of work in shops - - - Mar 4. 5. 10. 27. 31. Apr. 2. 3. 7. 9. 11. 15. 24. 28. 30. May 5. 6. 9. 15. 19. 28. 29. June 11. 13. 19. 20. July 1. 10. 18. 21.
 29. 31. Aug 5. 6. 7. 8. 15. 21.
 During erection on board vessel - - - Hull. Sep. 3. 15. 26.
 Total No. of visits 38.

Dates of Examination of principal parts - Cylinders 19. 6. 24 Slides 27. 7. 24
 Covers 24. 4. 24 Pistons 7. 4. 24 Rods 20. 6. 24
 Connecting rods 20. 6. 24 Crank shaft 9. 5. 24 Thrust shaft 10. 3. 24
 Tunnel shafts 11. 6. 24 Screw shaft 29. 5. 24 Propeller 24. 4. 24
 Stern tube 2. 4. 24 Engine and boiler seatings 5. 8. 24 Engines holding down bolts 18. 8. 24
 Completion of pumping arrangements 21. 8. 24 Boilers fixed 18. 8. 24 Engines tried under steam 21. 8. 24
 Completion of fitting sea connections at Coole Stern tube at Coole Screw shaft and propeller 8. 8. 24
 Main boiler safety valves adjusted 21. 8. 24 Thickness of adjusting washers Port Boiler P+S 7/8" Star Boiler P+S 7/8"
 Material of Crank shaft S. M. Steel Identification Mark on Do. 6832 N.
 Material of Thrust shaft S. M. Steel Identification Mark on Do. 6832 N.
 Material of Tunnel shafts S. M. Steel Identification Marks on Do. 6832 N.
 Material of Screw shafts Scrap Iron Identification Marks on Do. 6832 N.
 Material of Steam Pipes Solid Drawn Copper Test pressure 360 lbs. 24 Date of Test 15. 8. 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.)

The machinery of this vessel has been constructed under special survey. The materials and workmanship are sound and good. It has been efficiently installed on the steamer "Byrille Danneels" and tried out under steam at a mooring trial. The boilers' safety valves were adjusted under steam.

In my opinion the vessel will be eligible for notation L.M.C. with date when the water-light door to the screw shaft tunnel has been fitted and the electric light installed. The Hull Surveyors advise, see Hull Rpt 35359.

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 9.24. CL.

The amount of Entry Fee ... £ 4 : - :
 Special ... £ 51 : - :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 25 AUG 1924
 When received, 12th Sept 24

Committee's Minute

Assigned

TUES. 21 OCT 1924

+ LMC 9.24

C.L.

CERTIFICATE WRITTEN



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