

REPORT ON MACHINERY.

No. 27125

Received at London Office MON. 24 DEC. 1917

Date of writing Report 22 DEC 1917 Port of SUNDERLAND

No. in Survey held at SUNDERLAND. Date, First Survey 15 May Last Survey 18-12-1917

Reg. Book. on the new steel S/S "MONEYSPINNER".

Master Built at Dundee By whom built Dundee SBC & S No 289 Tons Gross Net

Engines made at Sunderland By whom made Macleod & Pollock Ltd (No 266) when made 1917

Boilers made at Stockton By whom made Riley Brothers Ltd (Nos 505/82) when made 1917

Registered Horse Power Owners Pile & Co Ltd Port belonging to Goole

Nom. Horse Power as per Section 28 116 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted no

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

No. of Cylinders 14 1/2 - 24 - 39 Length of Stroke 27" Revs. per minute Dia. of Screw shaft as per rule 8.488" Material of screw shaft Scapillon

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 no 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 no

If two liners are fitted, is the shaft lapped or protected between the liners no Length of stern bush 3'-2 1/4"

Dia. of Tunnel shaft as per rule 7.28" Dia. of Crank shaft journals as per rule 4.65" Dia. of Crank pin 7 7/8" Size of Crank webs 1 1/2 x 5 1/2" Dia. of thrust shaft under

rollers 7 7/8" Dia. of screw 10-10" Pitch of Screw 11-6" No. of Blades 4 State whether moveable no Total surface 42 sq ft

No. of Feed pumps two Diameter of ditto 2 1/4" Stroke 13 1/2" Can one be overhauled while the other is at work yes

No. of Bilge pumps two Diameter of ditto 2 1/4" Stroke 13 1/2" Can one be overhauled while the other is at work yes

No. of Donkey Engines two Sizes of Pumps 5 1/2 & 3 1/2 x 5 6 & 7 x 7 No. and size of Suctions connected to both Bilge and Donkey pumps

in Engine Room 2 @ 2 1/4" In Holds, &c. 2 @ 2"

No. of Bilge Injections 1 size 3 1/2" Connected to condenser, or to circulating pump b.p. Is a separate Donkey Suction fitted in Engine room of size yes, 2 1/2"

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 none

Are all connections with the sea direct on the skin of the ship yes Are they Valves or Cocks valves

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 hold suction How are they protected under wood casing

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

Dates of examination of completion of fitting of Sea Connections 3.10.14 of Stern Tube 22-11-17 Screw shaft and Propeller 22-11-17

Is the Screw Shaft Tunnel watertight none Is it fitted with a watertight door in chy aft worked from

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

Total Heating Surface of Boilers Is Forced Draft fitted No. and Description of Boilers

Working Pressure 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

Percentages 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 Diameter 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

Diameter 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 Superheater or Steam chest; how connected to boiler Can the superheater be shut off and the boiler worked

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

plates Pitch of rivets Working pressure of shell by rules Diameter of flue Material of flue plates Thickness

Stiffened with rings Distance between rings Working pressure by rules End plates: Thickness How stayed

Working pressure of end plates Area of safety valves to superheater Are they fitted with easing gear

SEPARATE REPORT ATTACHED

W654-0049

IS A DONKEY BOILER FITTED? no If so, is a report now forwarded?

SPARE GEAR. State the articles supplied: - Two connecting rod top and bottom end bolts and nuts, two main bearing bolts, one set of coupling bolts, one set of feed and bilge pump valves, iron and bolts of various sizes.

The foregoing is a correct description,
MAO COLL & POLLOCK LTD.

J. J. Richardson
General Manager

Manufacturer.

Dates of Survey while building: During progress of work in shops - 1917 May 25 Jun 12, 16, 18, 20 Jul 5, 9, 11, 13, 17, 20, 22, 27 Aug 31, 31 Sep 3, 15, 18, 24, 26, 28 Oct 2, 9, 11, 24, 25, 30, 31
During erection on board vessel - Nov 9, 22, 29 Dec 8, 15, 18 (Sept 22, 24, 26, October 3, at home)
Total No. of visits (34 + 4) Is the approved plan of main boiler forwarded herewith yes
" " " donkey " " " yes

Dates of Examination of principal parts - Cylinders 15-9-17 Slides 24-9-17 Covers 18-6-17 Pistons 31-8-17 Rods 21-8-17
Connecting rods 13-7-17 Crank shaft 30-9-17 Thrust shaft 23-7-17 Tunnel shafts none Screw shaft 31-10-17 Propeller 24-10
Stern tube 2-10-17 Steam pipes tested 28-9-17 Engine and boiler seatings 16-11-17 Engines holding down bolts 29-11-17
Completion of pumping arrangements 18-12-17 Boilers fixed 29-11-17 Engines tried under steam 8-12-17

Main boiler safety valves adjusted 8-12-17 Thickness of adjusting washers Port boiler - P 3/8 S 7/16. Starboard boiler P 3/8 S 7/16

Material of Crank shaft Sh. 1 Steel Identification Mark on Do. A1386HM Material of Thrust shaft Scrap Iron Identification Mark on Do. 7657
Material of Tunnel shafts none Identification Marks on Do. ✓ Material of Screw shafts Scrap Iron Identification Marks on Do. 7657

Material of Steam Pipes Lap welded wrought iron Test pressure 540 lbs sq"

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 Section 49 of the Rules been complied with ✓

Is this machinery duplicate of a previous case only engines If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)
The workmanship and materials are good.
The machinery was constructed under special survey and is eligible in our opinion for classification and the record + LMC 1918 date (see letter attached)

It is submitted that
this vessel is eligible for
THE RECORD + LMC 1.18.

See Hull Report No 30346 attached.

JWD
12/18

The amount of Entry Fee ... £ 2 : - :
Special ... £ 9 : 14 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 22 DEC 1917
When received, 5/11/18

J. J. Richardson
Engineer Surveyor to Lloyd's Register of British & Foreign Shipping

Committee's Minute FRI. 1 FEB. 1918
Assigned + Lmb 1.18



SUNDERLAND.

The Surveys are reported not to comply or to be below the requirements of the Rules.