

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

15 AUG 1928

Date of writing Report

19

When handed in at Local Office

15.8.28

Port of Newcastle

No. in Survey held at

Reg. Book.

Newcastle

Date, First Survey

27 Jan

Last Survey

10 Aug

1928

(Number of Visits 57.)

Built at

Dundee

By whom built

Caledon S. B. Coy Ltd.

Yard No.

322

Tons

Gross

Net

When built

1928

Engines made at

Wallsend

By whom made

North Eastern Marine Eng. Co. Ltd.

Engine No.

2663

when made

1928

Boilers made at

Wallsend

By whom made

North Eastern Marine Eng. Co. Ltd.

Boiler No.

2663

when made

1928

Registered Horse Power

Owners

Watts Watts & Coy Ltd.

Port belonging to

Nom. Horse Power as per Rule

448

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

Trade for which Vessel is intended

General Cargo, Ocean going.

ENGINES, &c.—Description of Engines

Triple expansion

Revs. per minute

63

Dia. of Cylinders

25 1/2" x 42" x 40"

Length of Stroke

48"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 13.49"

as fitted 13.45"

Crank pin dia.

13 3/4"

Crank webs

Mid. length breadth 1-11 1/4"

Mid. length thickness

8 1/2"

shrink

Thickness parallel to axis 8 1/2"

Thickness around eye-hole 6 1/8"

Intermediate Shafts, diameter

as per Rule 12.85"

as fitted 12.85"

Thrust shaft, diameter at collar

as per Rule 13.49"

as fitted 13.45"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the tube screw shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per Rule

as fitted

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 junctions made by fusion through the whole thickness of the liner

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 Oil Gland or other appliance fitted at the after

end of the tube shaft

no

Length of Bearing in Stern Bush next to and supporting propeller

5'-5"

Propeller, dia.

14'-9"

Pitch

18'-3"

No. of Blades

4

Material

Bronze

whether Movable

no

Total Developed Surface

100

sq. feet

Feed Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

yes

Bilge Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

yes

Feed Pumps

No. and size

2 Main 9" x 11" x 10", Aux. 4" x 5" x 8"

Pumps connected to the

Main Bilge Line

No. and size

2 @ 9" x 11" x 10"

How driven

Steam

Ballast Pumps

No. and size

2 @ 9" x 11" x 10"

Lubricating Oil Pumps

including Spare Pump, No. and size

none

Are two independent means arranged for circulating water through the

Oil Cooler

yes

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

4 @ 2 1/2" dia

1 @ 2 1/2" dia

Tunnel well

yes

In Holds, &c.

No. 1. 2 @ 3" dia

No. 2. 2 @ 3 1/2" dia

No. 3. 2 @ 3" dia

No. 4. 2 @ 3" dia

No. 5. 2 @ 3" dia

No. 6. 2 @ 3" dia

No. 7. 2 @ 3" dia

No. 8. 2 @ 3" dia

No. 9. 2 @ 3" dia

No. 10. 2 @ 3" dia

No. 11. 2 @ 3" dia

No. 12. 2 @ 3" dia

No. 13. 2 @ 3" dia

No. 14. 2 @ 3" dia

No. 15. 2 @ 3" dia

No. 16. 2 @ 3" dia

No. 17. 2 @ 3" dia

No. 18. 2 @ 3" dia

No. 19. 2 @ 3" dia

Main Water Circulating Pump Direct Bilge Suctions, No. and size

1 @ 9"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1 @ 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 Sea Connections fitted direct on the skin of the ship

yes

Are they fitted with Valves or Cocks

Both

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

yes

Are the Overboard Discharges 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 pass through the bunkers

Food hold bilge suction

yes

How are they protected

Wood liners

What pipes pass through the deep tanks

none

Have they been tested as per Rule

yes

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 Shaft Tunnel watertight

yes

Is it fitted with a watertight door

yes

worked from top platform

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

Total Heating Surface of Boilers

1926

Is Forced Draft fitted

no

No. and Description of Boilers

Three single ended

yes

Working Pressure

185 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

no

Main Boilers

yes

Auxiliary Boilers

yes

Donkey Boilers

yes

(If not state date of approval)

Superheaters

none

General Pumping Arrangements

yes

Oil fuel Burning Piping Arrangements

yes

SPARE GEAR.

State the articles supplied:—

1 Propeller shaft, 1 cast iron propeller, Two each bolts + nuts for top + bottom ends + main bearings, 1 set coupling bolts + nuts, 1 valve spindle, 1 set and bearing, 1 pair top end bearings, 1 section L & C packing springs for each piston, 1 set valves for feed pumps, bilge pumps ballast pumps + air pumps. 1 set check valve lids, 1 spring for safety + relief valves of each size, Quantity fastened bolts nuts + iron.

The foregoing is a correct description.

THE NORTH EASTERN MARINE ENGINEERING CO., LTD.

Blair & Co. Ltd.

SECRETARY

Manufacturer.



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Lloyd's Register Foundation

W696

1928
 During progress of work in shops - - - Jan 27. 30. Feb. 6. 7. 8. 15. 20. 23. Mar. 5. 6. 7. 15. 20. 21. 23. 28. Apr. 4. 11. 12.
 17. 18. 19. 23. 25. 26. May 1. 2. 4. 7. 11. 15. 18. 21. 24. June 4. 5. 6. 8. 13. 14. 15. 19. 21.
 During erection on board vessel - - - July 3. 4. 9. 11. 13. 17. 19. 24. 25. 27. 30. Aug. 3. 9. 10.
 Total No. of visits 57.

Dates of Examination of principal parts—Cylinders 12-4-28 Slides 14-4-28 Covers 28-3-28
 Pistons 28-3-28 Piston Rods 14-4-28 Connecting rods 28-3-28
 Crank shaft 23-4-28 Thrust shaft 18-4-28 Intermediate shafts 25-4-28
 Tube shaft 1-5-28 Screw shaft 1-5-28 & 4-5-28 Propeller 26-4-28
 Stern tube 15-5-28 Engine and boiler seatings 24-6-28 Engines holding down bolts 24-4-28
 Completion of fitting sea connections 22-5-28
 Completion of pumping arrangements 3-8-28 Boilers fixed 24-4-28 Engines tried under steam 3-8-28
 Main boiler safety valves adjusted 3-8-28 Thickness of adjusting washers CR. 1/32" S 3/8"; S 1/2" S 9/32"; P 3/4" S 5/8"; P 3/4" S 5/8"
 Crank shaft material OH Steel Identification Mark 2663 WBS Thrust shaft material OH Steel Identification Mark 149 WBS
 Intermediate shafts, material OH Steel Identification Marks 21, 132, 1066 Tube shaft, material OH Steel Identification Mark 149 WBS
 Screw shaft, material OH Steel Identification Mark 149 WBS Steam Pipes, material P.D. Steel Test pressure 555 lb Date of Test 30-4-28
 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 built under Special Survey. Materials & Workmanship good. Hydraulic tests satisfactory. The whole of the machinery is efficiently installed & fixed in the vessel and was tried under steam and is in good & safe working condition and eligible in my opinion to be classed and have records. ✕ L.M.C. 8-28. Sail Shaft. C.L. Elect St. in the Register Book.

It is submitted that this vessel is eligible for THE RECORD. L.M.C. 8-28 CL.

W. H. Butler
 20/8/28

The amount of Entry Fee ... £ 5 : 0 : 0 When applied for, 15 AUG 1928
 Special ... £ 92 : 4 : 0
 Donkey Boiler Fee ... £ ✓ :
 Travelling Expenses (if any) £ ✓ :
 When received, 16.8.28

W. H. Butler
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 24 AUG 1928
 Assigned L.M.C. 8-28 CL