

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

25 JUL 1929

Date of writing Report

When handed in at Local Office

12-7-1929 Port of

Newcastle-on-Tyne

No. in Survey held at  
Reg. Book.

Date, First Survey

22 Feb

Last Survey

8 July 1929

(Number of Visits 35)

on the

New Steel S.S. "Langlecrag"

Built at

Tarrow

By whom built

Palmers S.S. &amp; I. Co. Ltd.

Yard No.

991

Engines made at

Wallsend

By whom made

North Eastern Harb. &amp; C. Co. Ltd.

Engine No.

2696

Boilers made at

Wallsend

By whom made

North Eastern Harb. &amp; C. Co. Ltd.

Boiler No.

2696

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule

481

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

yes

Trade for which Vessel is intended

General Cargo, Ocean going.

ENGINES, &amp;c.—Description of Engines

Triple Expansion

Revs. per minute 60

Dia. of Cylinders 24" x 40" x 40"

Length of Stroke 48"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 14 3/8"

Crank pin dia. 14 1/8"

Crank webs

Mid. length breadth 24 1/2"

Thickness parallel to axis 8 3/4"

Intermediate Shafts, diameter as fitted 13 28"

13 28"

Thrust shaft, diameter at collars as per Rule 14 3/8"

as fitted 14 3/8"

Tube Shafts, diameter as fitted 14 3/8"

Screw Shaft, diameter as fitted 14 3/8"

Is the tube shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes as per Rule 1 1/2"

Thickness between bushes as fitted 1 1/2"

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

yes

Length of Bearing in Stern Bush next to and supporting propeller

5-3"

Propeller, dia. 18-3"

Pitch 19-0"

No. of Blades 4

Material Bronze

whether Moveable

no

Feed Pumps worked from the Main Engines, No. 2

Diameter 4"

Stroke 26"

Can one be overhauled while the other is at work

yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 4 1/2"

Stroke 26"

Can one be overhauled while the other is at work

yes

Feed Pumps No. and size 2 @ 9 1/2" x 4" x 21" main

Pumps connected to the

Main Bilge Line

No. and size 1 @ 9 x 11 x 10"

How driven

Steam

Ballast Pumps, No. and size 1 @ 9 x 10 x 11

Lubricating Oil Pumps, including Spare Pump, No. and size

yes

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

yes

Bilge Pumps;—In Engine and Boiler Room

No. 1 Hold 2 @ 3"

No. 2 Hold 2 @ 3 1/2"

No. 3 Hold 2 @ 3 1/2"

No. 4 Hold 2 @ 3"

In Holds, &amp;c. No. 1 Hold 2 @ 3"

No. 2 Hold 2 @ 3 1/2"

No. 3 Hold 2 @ 3 1/2"

No. 4 Hold 2 @ 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 5"

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

below

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

No. 1 Hold 2 @ 3"

No. 2 Hold 2 @ 3 1/2"

No. 3 Hold 2 @ 3 1/2"

No. 4 Hold 2 @ 3"

What pipes pass through the deep tanks

yes

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 it fitted with a watertight door

yes

Is the Shaft Tunnel watertight

yes

Is it fitted with a watertight door

yes

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

Total Heating Surface of Boilers

6558

Is Forced Draft fitted

yes

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

Superheaters

yes

Oil fuel Burning Piping Arrangements

yes

SPARE GEAR. State the articles supplied:—

Two each bolts &amp; nuts for top &amp; bottom ends of

main bearings

one set coupling bolts, &amp; sets feed &amp; bilge pump valves,

Quantity of assorted bolts nuts &amp; iron, 1 cast iron propeller, one set

aux feed &amp; ballast pp valves, 1 set packing for top piston valve,

1 set thrust pads, 1 tail shaft, 1 set packing for each piston,

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CERTIFICATE WRITTEN

Lloyd's Register  
Foundation