

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report

19

When handed in at Local Office

20/6/1924

Port of NEWCASTLE-ON-TYNE

No. in Survey held at

NEWCASTLE-ON-TYNE

Date, First Survey 27 Feb 1924 Last Survey 17 June 1924

eg. Book.

1470 on the

Steel Sc.

WOOD COTE

(Number of Visits 20)

uilt at Burntisland

By whom built Burntisland Shipbuilding Co. Ltd.

Yard No. 131

Tons } Gross 1240
Net 720

Engines made at Newcastle

By whom made North Eastern Marine Eng. Co. Ltd.

Engine No. 2567

When built 1924

Boilers made at Newcastle

By whom made North Eastern Marine Eng. Co. Ltd.

Boiler No. 2567

when made 1924

Registered Horse Power

Owners Wandsworth Wimbledon & Ipswich District Gas Co. Port belonging to London

om. Horse Power as per Rule 164

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

GINES, &c.—Description of Engines

Inverted Triple Expansion

Dia. of Cylinders 17.28.46 Length of Stroke 33 Revs. per minute No. of Cylinders 3 No. of Cranks 3

a. of Crank shaft journals as per rule 9.09 Dia. of Crank pin 9.14 Crank webs Mid. length breadth 15.18 Thickness parallel to axis 5.34
as fitted 9.14 Mid. length thickness 5.34 Thickness around eye-hole 4.34

Diameter of Thrust shaft under collars as per rule 9.09 Diameter of Tunnel shaft as per rule 8.66 Diameter of Screw shaft as per rule 9.95 Is the Screw shaft
as fitted 9.14 as fitted 9 as fitted 10.8

ed 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

the liner is in more than one length are the joints burned If the liner does not fit tightly at the part

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

two liners are fitted, is the shaft lapped or protected between the liners Is an approved appliance fitted at the after end of the shaft to permit

it being efficiently lubricated No Length of Stern Bush 48 Diameter of Propeller 12.6

itch of Propeller 13.0 No. of Blades 4 State whether Moveable No Total Surface 48 square feet.

No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 2.5 Stroke 16.5 Can one be overhauled while the other is at work Yes

No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 2.5 Stroke 16.5 Can one be overhauled while the other is at work Yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps Two - Feed 5.5x3.5x6 - Ballast 9x11x10

No. and size of Pumps connected to the Main Bilge Line Two Main Engine Rams and Ballast pump

No. and size of Ballast Pumps One 9x11x10 No. and size of Lubricating Oil Pumps, including Spare Pump None

re two independent means arranged for circulating water through the Oil Cooler No. and size of suction connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 3-2.5 and in Holds, &c. No. 1 Hold 2-2.5 (P/S)

No. 2 Hold 2-2.5 (P/S)

No. and size of Main Water Circulating Pump Bilge Suctions One 5 No. and size of Donkey Pump Direct Suctions

the Engine Room Bilges One 3.5 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes

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 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 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

that 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

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

partment to another Yes Is the Screw Shaft Tunnel watertight None Is it fitted with a watertight door worked from

AIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2368

Forced Draft fitted Yes No. and Description of Boilers One S.E. bfl. Mult. 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?

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Yes Auxiliary Boilers Donkey Boilers

(If not state date of approval) General Pumping Arrangements Oil fuel Burning Piping Arrangements

ARE GEAR. State the articles supplied:—

Cast Iron propeller—Two Bottom End Bolts + Nuts—Two Top End Bolts + Nuts—Two Main Bearing Bolts + Nuts—

Two Coupling Bolts + Nuts—2 Set each pump for L.P. piston—2 Feed pump valves—2 Bilge pump valves

Assorted Bolts—Nuts and iron—

The foregoing is a correct description

THE NORTH EASTERN MARINE ENGINEERING Co., LTD.

Manufacturer.

Secretary.



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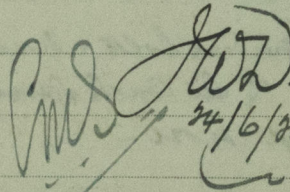
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1924
 Feb. 27. Mar. 5. 27. 31. Apr. 7. 9. 15. 24. 29. 30. May 2. 7. 19. 21. 23. 28. Jun. 5. 10. 11. 1924.
 During progress of work in shops --
 During erection on board vessel --
 Total No. of visits 20.

Dates of Examination of principal parts - Cylinders 2-5-24 Slides 19-5-24
 Covers 2-5-24 Pistons 24-4-24 Rods 24-4-24
 Connecting rods 24-4-24 Crank shaft 29-4-24 Thrust shaft 27-2-24
 Tunnel shafts none Screw shaft 15-4-24 Propeller 24-4-24
 Stern tube 7-4-24 Engine and boiler seatings 11-6-24 Engines holding down bolts 11-6-24
 Completion of pumping arrangements 17-6-24 Boilers fixed 11-6-24 Engines tried under steam 17-6-24
 Completion of fitting sea connections at Burntisland 2-5-24 Stern tube Burntisland 2-5-24 Screw shaft and propeller 11-6-24
 Main boiler safety valves adjusted 17-6-24 Thickness of adjusting washers 1 5/8" 5 3/4"
 Material of Crank shaft S. M. Steel Identification Mark on Do. 6988 R.L.A.
 Material of Thrust shaft S. M. Steel Identification Mark on Do. 5126 R.L.A.
 Material of Tunnel shafts none Identification Marks on Do.
 Material of Screw shafts S. M. Steel Identification Marks on Do. 7012 R.L.A.
 Material of Steam Pipes Solid Drawn Steel Test pressure 540 lbs. sq. in. Date of Test 7-5-24
 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. The main and Auxiliary machinery was tried out under steam with satisfactory results. The safety valves of the Boilers were adjusted under steam. In an opinion the vessel is now eligible for classification with notation -1-L.M.C.6.20 - C.L.
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It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 6. 24. F.D. CL.


 24/6/24.

The amount of Entry Fee ... £ 3 : — :
 Special ... £ 41 : — :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 20 JUN 1924
 When received, 24 JUN 1924

R. Lee Anneson & L. L. Home.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned
 TUES. 24 JUN 1924
 + L.M.C. 6. 24
 F.D. C.L.