

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report 19 When handed in at Local Office 20/6/24 Port of NEWCASTLE-ON-TYNE
 Date, First Survey 27 Feb 1924 Last Survey 17 June 1924
 (Number of Visits 20)
 No. in Survey held at NEWCASTLE-ON-TYNE
 Reg. Book. 1470 on the Steel Sc. WOODCOTE
 Tons } Gross 1240
 } Net 720
 Built at Burntisland By whom built Burntisland Shipbuilding Co. Ltd. Yard No. 131 When built 1924
 Engines made at Newcastle By whom made North Eastern Marine Eng. Co. Ltd. Engine No. 2567 when made 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 & Epsom District Gas Co. Ltd. Port belonging to London
 Nom. Horse Power as per Rule 164 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.

ENGINES, &c.—Description of Engines Inverted Triple Expansion
 Dia. of Cylinders 17.25" 46" Length of Stroke 33" Revs. per minute _____ No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 9.09" Dia. of Crank pin 9.14" Crank webs Mid. length breadth 15.8" Thickness parallel to axis 5.34"
 as fitted 9.14" Mid. length thickness 5.34" shrunk 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 9.34" as fitted 9" as fitted 10.8"
 Lined 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 _____ 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 _____
 If 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"
 Pitch 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" x 3.5" x 6" - Ballast 9" x 11" x 10"
 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 9" x 11" x 10" No. and size of Lubricating Oil Pumps, including Spare Pump None
 Are 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
 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 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
 What Pipes are carried through the bunkers Inward Bilge Suctions How are they protected Wood Cases
 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 None Is it fitted with a watertight door _____ worked from _____

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2368 sq ft
 Forced Draft fitted Yes No. and Description of Boilers One S.E. type. Multi 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 _____

SPARE GEAR. State the articles supplied:—
One Cast Iron propeller - Two Bottom End Bolts + Nuts - Two Top End Bolts + Nuts - Two Main Bearing Bolts + Nuts -
Two Coupling Bolts + Nuts - 2 Set Coach Springs for L.L. 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.

J. J. Harrison
 Secretary.

Manufacturer.



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

Dates of Survey while building

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 1/2" 5 1/2"

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 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. + L.M.C. 6. 24. F.D. CL.

[Signature]
 24/6/24

[Signature]
 R. Lee Anneson + L. L. Home
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 3 : - : When applied for,
 Special ... £ 41 : - : 20 JUN 1924
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When received, 24/6/24

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



NEWCASTLE-ON-TYNE.

Certificate to be sent to

The Surveyors are requested not to write on or below the space for Committee's Minute.