

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

21 JAN 1931

Received at London Office 27 JAN 1931
Port of Newcastle-on-Tyne

Date of writing Report 19 When handed in at Local Office
 No. in Survey held at South Shields Date, First Survey Apr 16 Last Survey Jan 12 1931
 Reg. Book. 91336 on the S.S. LORCA. (Number of Visits 26)
 Gross Tons 4874.5
 Net Tons 3007
 Built at S. Shields By whom built Messrs John Readhead & Sons Ltd Yard No. 504 When built 1931
 Engines made at S. Shields By whom made John Readhead & Sons Engine No. 504 When made 1931
 Boilers made at S. Shields By whom made " " " Boiler No. 504 When made 1931
 Registered Horse Power Owners Long Strick (Steamers) Ltd Port belonging to London
 Nom. Horse Power as per Rule 427 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Surface Condensing Revs. per minute
 Dia. of Cylinders 25-42-69 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 13.671 Crank pin dia. 13 3/4 Crank webs Mid. length breadth 19 Thickness parallel to axis 8 3/4
 as fitted 13 3/4 Mid. length thickness 8 7/8 shrunk Thickness around eye-hole 6
 Intermediate Shafts, diameter as per Rule 13.02 Thrust shaft, diameter at collars as per Rule 13.671
 as fitted 13 1/8 as fitted 14
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 14.468 Is the shaft fitted with a continuous liner Yes
 as fitted Is the screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule .74 Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 as fitted 3/4 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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5-0
 Propeller, dia. 17-4 1/2 Pitch 17-4 1/2 No. of Blades 4 Material Bronze whether Movable No Total Developed Surface 94 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4 1/2 Stroke 24 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 24 Can one be overhauled while the other is at work Yes
 Feed Pumps No. and size one 8 1/2 - 6 - 18. Pumps connected to the Main Bilge Line No. and size one Ballast Pump 10 1/2 - 12 1/2 - 21 D.A.
 How driven Steam driven. How driven Steam
 Ballast Pumps, No. and size one 10 1/2 - 12 1/2 - 21 D.A. Lubricating Oil Pumps, including Spare Pump, No. and size
 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 3 - 2 3/4 dia In Holds, &c. N° 1 hold 2 - 3 dia. N° 2 hold 2 - 3 1/2 dia.
 In Pump Room N° 3 hold 2 - 3 dia. N° 4 hold 2 - 3 dia. Sunnel well one 2 1/2 dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size one - 4 1/2 dia Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size one - 4 1/2 dia 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 None How are they protected Yes
 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 r) Total Heating Surface of Boilers 5754 sq ft
 Is Forced Draft fitted Yes No. and Description of Boilers 2 - S.E.M. Working Pressure 200 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes
 Is the donkey boiler intended to be used for domestic purposes only Yes
 PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval)
 Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied 1 - Exciteur shaft. 2 Piston rod top end bolts. 2 Connecting rod
 bottom end bolts. 2 Main bearing bolts. 1 Set shaft coupling bolts. 1 Set feed pump valves
 Bilge, air - but - pump valves. 1 Boiler check valve. 1 Spring for feed bilge pump valves. C.I. propeller.
 1 Propeller shaft. 6 Piston bolts. 24 Main boiler tubes. 24 Condenser tubes. 48 frames. 100 Fire bars.
 1 Set side bars baffle plates. 2 Safety valve springs. 6 Tube stoppers. Spare bucket rod for each
 donkey pump. Drilled bolts - nuts.

FOR JOHN READHEAD & SONS, LTD.

The foregoing is a correct description,

J. M. H. Readhead & Sons
CHAIRMAN & MANAGING DIRECTOR

Manufacturer.



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Lloyd's Register Foundation

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Plating
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Dates of Survey while building
 During progress of work in shops -- Apr 16-29 May 15 June 13-20 July 14-25 Aug 3-19-20-26 Sep 3-8
23-26 Oct 3-10-19-26 Nov 25
 During erection on board vessel --- Sep 19-26-29 Oct 10 Nov 14 Jan 12-21
 Total No. of visits 26

Dates of Examination of principal parts—Cylinders 25-7-30 Slides 20-8-30 Covers 20-9-30
 Pistons 20-8-30 Piston Rods 23-9-30 Connecting rods 23-9-30
 Crank shaft 14-7-30 Thrust shaft 3-9-30 Intermediate shafts 3-9-30
 Tube shaft ✓ Screw shaft 25-11-30 Propeller 25-11-30
 Stern tube 19-9-30 Engine and boiler seatings 10-10-30 Engines holding down bolts 9-10-30
 Completion of fitting sea connections 19-9-30
 Completion of pumping arrangements 19-10-30 Boilers fixed 29-9-30 Engines tried under steam 10-10-30
 Main boiler safety valves adjusted 10-10-30 Thickness of adjusting washers P 5/16 S 3/8
 Crank shaft material S.M. Steel Identification Mark 67240 Thrust shaft material S.M. Steel Identification Mark 3620
 Intermediate shafts, material S.M. Steel Identification Marks 3667 3683 E.K. 3636 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material S.M. Steel Identification Mark E.K. Steam Pipes, material Steel Test pressure 600 lbs Date of Test 26-9-30
 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 the use of oil as fuel been complied with ✓
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ✓ If so, have the requirements of the Rules been complied with ✓
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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 in accordance with rule requirements & approved plans. The materials & workmanship are good. The machinery was satisfactorily tested on mooring sea trials and in our opinion is eligible for classification with records of T.L.M.C.I., 31 - T.S.C.L.I., 31.

The amount of Entry Fee ... £ 5 : 0 :
 Special ... £ 89 : 1 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 20-1-31
 When received, 10-2-31

OSMA
 for E. S. Knowles, J. Shaw, J. W. Matthews
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned
 TUE. 3 FEB 1931
 + Am. 1.31 J.D., G.

TUE. 6 DEC 1932
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 Lloyd's Register
 Foundation

Rpt.
Date of
No. in Reg. Book
9133
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Certificate to be sent to Newcastle-on-Tyne
 The Surveyors are requested not to write on or below the space for Committee's Minute.