

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

12 MAY 1926

NEWCASTLE-ON-TYNE

Date of writing Report

10

When handed in at Local Office

5/5/1926 Port of

No. in Survey held at WALKER  
Reg. Book.

Date, First Survey 27/8/25 Last Survey 27/4/1926

(Number of Visits 71.)

on the *Steel Screw Steamer, NORTHLAND*

Tons Gross 3445

Net 2029

When built 1926. 4

Built at *Walker & Co* By whom built *Swan Hunter & Wigham Richardson Ltd* Yard No. 1214Engines made at WALKER By whom made *S. Hunter & Wigham Richardson Ltd* Engine No. 1214

when made 1926. 4

Boilers made at WALKER By whom made *S. Hunter & Wigham Richardson Ltd* Boiler No. 1214

when made 1926. 4

Registered Horse Power

Owners

Port belonging to *Quebec*

Nom. Horse Power as per Rule

393

Is Refrigerating Machinery fitted for cargo purposes

yes

Is Electric Light fitted

yes

Trade for which Vessel is intended *Ocean going.*ENGINES, &c.—Description of Engines *Triple Expansion*

Revs. per minute

Dia. of Cylinders *23 1/2, 38, 62* Length of Stroke *42"*

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule *12 1/8"* as fitted *12 1/8"* Crank pin dia. *12 1/8"*Crank webs Mid. length breadth *18 1/2"* Mid. length thickness *7 5/8"*Thickness parallel to axis *7 5/8"* Thickness around eye-hole *5 1/16"*Intermediate Shafts, diameter as per Rule *11 1/4"* as fitted *11 1/4"*Thrust shaft, diameter at collars as per Rule *12 1/4"* as fitted *12 1/4"*Tube Shafts, diameter as per Rule *10 5/8"* as fitted *10 5/8"*Screw Shaft, diameter as per Rule *13 3/8"* as fitted *13 3/8"*

Is the screw shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes as per Rule *7 1/2"* as fitted *3 1/4" (C.L.)*Thickness between bushes as per Rule *5 1/2"* as fitted *1 1/16"*

Is the after end of the liner made watertight in the

propeller boss

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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 Oil Gland or other appliance fitted at the after

end of the tube shaft

Length of Bearing in Stern Bush next to and supporting propeller *4' 5 1/2" diameter*Propeller, dia. *14' 6"* Pitch *13' 10"* No. of Blades *4 R.H.* Material *Cast Steel* whether MovableTotal Developed Surface *68'* sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter *3 1/2"* Stroke *22"*

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. 2

Diameter *3 1/2"* Stroke *22"*

Can one be overhauled while the other is at work

Feed Pumps No. and size *2 of 10 x 7 x 24* one *8 x 6 x 8* one *6 x 5 x 8*

AUX Pumps connected to the

No. and size *one 8 x 9 x 8* one *12 x 8* one *4 x 3*How driven *Steam*

Main Bilge Line

How driven *Steam* *Steam* *Electric*Ballast Pumps, No. and size *8 x 9 x 8*

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

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

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room *2 of 3" Port 2 of 3" Starboard*In Holds, &c. *no 1 hold. 2 of 3" no 2 hold. 2 of 2 1/2" no 3 hold. 2 of 2 1/2"*Tunnel well, one *2 1/2"*Main Water Circulating Pump Direct Bilge Suctions, No. and size *8" one*

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size *2 of 4"*

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

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

Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes are carried through the bunkers

How are they protected

What pipes pass through the deep tanks

Have they been tested as per Rule

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

Is the Shaft Tunnel worked from

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The foregoing is a correct description,

SWAN, HUNTER &amp; WIGHAM RICHARDSON, LTD.

E. J. Dwyer

Manufacturer.

DIRECTOR



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Lloyd's Register  
Foundation

002374-002384-0113



1925 Aug 27. 31. Sep. 1. 11. 18. 21. 29. 30. Oct. 7. 13. 14. 20. 21. 22. 23. 26. 27. Nov. 2. 4. 11. 13. 19. Dec. 2. 3. 4. 7. 11. 15. 18. 20.  
 During progress of work in shops - - - 1926 Jan. 6. 7. 8. 12. 13. 22. 26. 27. 28. 29. Feb. 2. 3. 5. 15. 16. 17. 18. 19. 24. 26. Mar. 1. 2. 3. 8. 9. 15. 17. 19. 22. 23. 26.  
 Dates of Survey while building During erection on board vessel - - - Apr. 1. 9. 16. 20. 22. 23. 26. 27.  
 Total No. of visits 71.

LDCYL. tested 40lb MPCYL. 100lb 4/12/25. HPCYL. 225lb  
 Dates of Examination of principal parts—Cylinders 20.10.25 30. Slides 4.12.25, 21.12.25 Covers 4.12.25  
 Pistons 4.12.25 8.1.26 Piston Rods 4.12.25 8.1.26 Connecting rods 4.12.25 8.1.26  
 Crank shaft 13.10.25 15.12.25 Thrust shaft 30.9.25 23.10.25 Intermediate shafts 30.9.25 13.11.25  
 Tube shaft Screw shaft 30.9.25 13.10.25 Propeller 22.10.25, 28/1/26  
 Stern tube 23.10.25, 23.10.25 Engine and boiler seatings 22.1.26 Engines holding down bolts 5.2.26  
 Completion of pumping arrangements Boilers fixed 5.2.26 Engines tried under steam  
 Main boiler safety valves adjusted Thickness of adjusting washers 2367. CRH 11.9.25 4.12.25 2246. CRH. 25.9.25  
 Crank shaft material steel Identification Mark LLOYDS LGS Thrust shaft material steel Identification Mark LLOYDS LGS  
 Intermediate shafts, material steel Identification Marks LLOYDS LGS Tube shaft, material TEEPIECE 500lb 13/12/25 Identification Mark  
 Screw shaft, material steel Identification Mark LLOYDS Steam Pipes, material steel Test pressure 600lb Date of Test 16.2.26  
 Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150°F. yes  
 Have the requirements of the Rules for carrying and burning oil fuel been complied with yes  
 Is this machinery duplicate of a previous case If so, state name of vessel  
 General Remarks (State quality of workmanship, opinions as to class, &c.)

The Engines and Boilers built under Special Survey, the material and workmanship found good and efficient.  
 The machinery satisfactorily fitted up on board the Vessel, tried under working conditions. Vessel at Moorings and found satisfactory. Subsequently the Vessel proceeded to sea for sea trials, with satisfactory results.  
 In my opinion the Vessel is now eligible for record of L.M.C. 4.26 (IN RED) to be made in the Register Book.

It is submitted that  
 this vessel is eligible for  
 THE RECORD. + LMC 4.26. FD. CL.  
 Fitted for oil fuel 4.26. FP above 150°F.

18/5/26.

L. G. Shallcross.  
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 5 : -  
 Special ... £ 83 : 19  
 Donkey Boiler Fee ... £ :  
 Travelling Expenses (if any) £ :  
 When applied for, 3 MAY 1926  
 When received, 5/5/26

Committee's Minute 21 MAY 1926

Assigned

+ L.M.C. 4:26 J.D.P.C.  
 Fitted for Oil Fuel 4:26 J.P. Above 150°F