

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

1923

Received at London Office

Date of writing Report 10 When handed in at Local Office 20<sup>th</sup> Aug 1923 Port of NEWCASTLE-ON-TYNE  
 Date, First Survey 1<sup>st</sup> March 1923 Last Survey 11<sup>th</sup> Aug. 1923  
 in Survey held at South Shields (Number of Visits 47)  
 Reg. Book. 9005 on the Screw Steamer "FLORENCE COOKE"  
 Built at South Shields By whom built Hepples (1919) Ltd. Yard No. 660 When built 1923  
 Engines made at North Shields By whom made The Shields Eng & Dry Dock Ltd Engine No. 372 when made 1923  
 Boilers made at Hebburn-on-Tyne By whom made Palmer's Shipbuilding & Iron Co Ltd Boiler No. 998 when made 1923  
 Registered Horse Power \_\_\_\_\_ Owners Cooke's Explosives Ltd. Port belonging to Sunderland  
 Nom. Horse Power as per Rule 62 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Compound Recipro  
 Dia. of Cylinders 17" & 34" Length of Stroke 24" Revs. per minute 100 No. of Cylinders 2 No. of Cranks 2  
 Dia. of Crank shaft journals as per rule 7.26" as fitted 7.3" Dia. of Crank pin 7.3" Crank webs Mid. length breadth 14.4" shrunk Thickness parallel to axis Parallel  
 Diameter of Thrust shaft under collars as per rule 7.26" as fitted 7.3" Diameter of Tunnel shaft as per rule None as fitted None Diameter of Screw shaft as per rule 7.4" as fitted 7.5" Is the Screw shaft

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 Yes  
 Between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive Liner fits tightly for full length  
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved appliance fitted at the after end of the shaft to permit oil being efficiently lubricated No  
 Length of Stern Bush 2'-11" Diameter of Propeller 8'-3"  
 Diameter of Propeller 10'-6" No. of Blades 4 State whether Moveable No Total Surface 26 1/2 square feet.  
 No. of Feed Pumps fitted to the Main Engines One Diameter of ditto 2 1/2" diam Stroke 12" Can one be overhauled while the other is at work Yes  
 No. of Bilge Pumps fitted to the Main Engines One Diameter of ditto 2 1/2" diam Stroke 12" 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 Donkey 4 1/2" x 2 3/4" x 4" G.S. Pump. 5 1/4" x 2 3/4" x 4"  
 No. and size of Pumps connected to the Main Bilge Line One. General Service Pump sizes given above.  
 No. and size of Ballast Pumps Nil. No. and size of Lubricating Oil Pumps, including Spare Pump Yes

Are two independent means arranged for circulating water through the Oil Cooler Yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 1-2" suet ER & 2 1/4" suet BR. and in Holds, &c. 2-2" suction in hold.  
1-2" suet Fore Peak & 1-2" suet after Peak. Main bilge line is 2 1/4" & is connected to Main Engine Bilge pump & G.S. Pump.  
 No. and size of Main Water Circulating Pump Bilge Suctions One 3" No. and size of Donkey Pump Direct Suctions One 3"  
 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 lead pipes to the bilge 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 Above  
 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  
 How are they protected Bilge Line & Ballast line Below wood ceiling.  
 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 department to another Yes Is the Screw Shaft Tunnel watertight None Is it fitted with a watertight door Yes worked from Yes  
 MAIN BOILERS, &c.—(Letter for record 3) Total Heating Surface of Boilers 1120 sq. ft.  
 Forced Draft fitted No No. and Description of Boilers One. S.E. Multitubular Working Pressure 130 lb/0"  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes. (Copy).  
 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 Donkey Boilers Yes  
 General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes  
 SPARE GEAR. State the articles supplied:— 2 Top end bolts, 2 bottom end bolts, 2 main bearing bolts, 1 set of coupling bolts, 1 set of feed & bilge valves, a quantity of assorted nuts & bolts, iron of various sizes.

The foregoing is a correct description  
 OF THE ENGINES, ENGINE ROOM, AND BOILERS,  
 J. G. Turnbull, Manufacturer.  
 ENGINE WORKS  
 MANAGER

For HEPPLES (1919) LIMITED,  
 W. J. Hepples

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 Lloyd's Register  
 Foundation

002630-002638-0224

002630-002638-0228

1923  
 During progress of work in shops - Mar. 1, 8, 15, 22, Apr. 13, 20, 23, 25, 26, 27, 30, May 3, 7, 8, 11, 12, 14, 16, 17, 30, June 13, 18, 23, July 4, 5, 6, 7, 9, 11, 12, 17, 18, 19, 20, 23, 24, 25, 27, 30, 31, Aug. 2, 3, 7, 8, 9, 11.  
 During erection on board vessel -  
 Total No. of visits 47

Dates of Examination of principal parts - Cylinders 27/4/23. Slides 16/5/23.  
 Covers 17/5/23. Pistons 30/4/23. Rods 30/4/23.  
 Connecting rods 30/4/23. Crank shaft 20/4/23. Thrust shaft 6/7/23.  
 Tunnel shafts ✓ Screw shaft 17/5/23. Propeller 30/5/23.  
 Stern tube 11/5/23. Engine and boiler seatings 13/6/23. Engines holding down bolts 19/7/23.  
 Completion of pumping arrangements 7/8/23. Boilers fixed 24/7/23. Engines tried under steam 7/8/23.  
 Completion of fitting sea connections 18/7/23. Stern tube 13/6/23. Screw shaft and propeller 17/7/23.  
 Main boiler safety valves adjusted 8/8/23. Thickness of adjusting washers PV = 5/16" SV = 5/16".  
 Material of Crank shaft Mild Steel. Identification Mark on Do. 6444.  
 Material of Thrust shaft Mild Steel. Identification Mark on Do. 6602 N.  
 Material of Tunnel shafts ✓ Identification Marks on Do. ✓  
 Material of Screw shafts Mild Steel. Identification Marks on Do. 4263.  
 Material of Steam Pipes S.D. Copper. Test pressure 260 lb/sq. in. Date of Test 24/7/23.  
 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 Yes. If so, state name of vessel "Lowland Firth"

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been constructed under special survey, the materials & workmanship were sound & good. The machinery has been tried out under steam and the boiler safety valves adjusted to the working pressure under steam. The machinery of this vessel is eligible in our opinion to have the notation LMC 8, 23 & TS. CL entered in the register book.

NEWCASTLE-ON-TYNE

The Surveyors are requested to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 2 : 0 :  
 Special ... £ 8 : 0 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 Committee's Minute FRI. 24 AUG 1923

J. R. Beveridge & L. Peckett.  
 Engineer Surveyors to Lloyd's Register of Shipping.

Assigned + LMB 8 23  
 C.L.

CERTIFICATE WRITTEN

