

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

31 JUL 1929

Date of writing Report 27<sup>th</sup> July 1929 When handed in at Local Office 30 JULY 1929 Port of Sunderland.No. in Survey held at Sunderland  
Reg. Book.Date, First Survey 4<sup>th</sup> April 29 Last Survey 26 July 1929  
(Number of Visits 33)

on the S.S. JOHN CHARRINGTON

Tons } Gross 1576  
Net 891  
When built 1929.

Built at Sunderland By whom built Messrs. John Brown &amp; Sons Ltd.

Yard No. 181

Engines made at Sunderland.

By whom made Messrs. The North Eastern Marine Eng. Co. Ltd. Engine No. 2707 when made 1929.

Boilers made at Sunderland

By whom made Messrs. The North Eastern Marine Eng. Co. Ltd. Boiler No. 2707 when made 1929.

Registered Horse Power

Owners Charrington, Gardner, Lochet &amp; Co. Ltd. Port belonging to London

Nom. Horse Power as per Rule 226.

Is Refrigerating Machinery fitted for cargo purposes no.

Is Electric Light fitted Yes.

Trade for which Vessel is intended Coasting

ENGINES, &amp;c.—Description of Engines Triple Expansion—Single Screw.

Revs. per minute 79

Dia. of Cylinders 20", 33", 54" Length of Stroke 36" No. of Cylinders 3.

No. of Cranks 3.

Crank shaft, dia. of journals as per Rule 10.3" as fitted 10.3" Crank pin dia. 10.2"

Crank webs Mid. length breadth shrunk Thickness parallel to axis 5.3" Mid. length thickness 5.2"

Intermediate Shafts, diameter as per Rule none. as fitted 9.94"

Thrust shaft, diameter at collars as per Rule 10.3" as fitted 10.2"

Tube Shafts, diameter as per Rule as fitted

Screw Shaft, diameter as per Rule 11.05" as fitted 11.58"

Is the screw shaft fitted with a continuous liner Yes.

Bronze Liners, thickness in way of bushes as per Rule 63" as fitted 1/16"

Thickness between bushes as per Rule as fitted

Is the after end of the liner made watertight in the propeller boss 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

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 no.

Length of Bearing in Stern Bush next to and supporting propeller 3'-10 1/2"

Propeller, dia. 14'-9" Pitch 15'-0" No. of Blades 4 Material Cast Iron whether Moveable no. Total Developed Surface 67 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 21" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 21" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size 1-5 1/2" x 3 1/2" x 5" How driven Steam. Pumps connected to the Main Bilge Line { No. and size 1-7 1/2" x 9 1/2" x 10 1/2" How driven Steam.

Ballast Pumps, No. and size 1-7 1/2" x 9 1/2" x 10 1/2" 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 @ 2 1/2" DIAM. : 1 @ 2 1/2" DIAM. (AFTER WELL)

In Holds, &amp;c. No. 1-2 Hold :- 2 @ 3" DIAM. No. 3-4 Hold :- 2 @ 3" DIAM.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 6" DIAM. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 4" DIAM.

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 MAIN: Below OTHERS: 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.

What Pipes pass through the bunkers none How are they protected

What pipes pass through the deep tanks none 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 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 Yacht: Aft. Is it fitted with a watertight door worked from

MAIN BOILERS, &amp;c.—(Letter for record (S) ) Total Heating Surface of Boilers 3980 sq. ft.

Is Forced Draft fitted no No. and Description of Boilers Two—Single Ended Fairmetype Working Pressure 180 lbs. sq. in.

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

Superheaters General Pumping Arrangements Yes (with ship report) Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— One—C.I. Propeller; 2—Bottom End Bolts &amp; nuts; 2—Top End Bolts &amp; nuts; 2—Main Bearing Bolts &amp; nuts; 6—Shaft Coupling Bolts &amp; nuts; 2—Feed Pump Valves; 2—Bilge Pump Valves; 50—Assorted Bolts &amp; nuts; 1/2 Cwt. of Iron Plate; 1/2 Cwt. of Iron Bar.

The foregoing is a correct description.

THE NORTH EASTERN MARINE ENGINEERING CO. LTD.

John Neill

Manager.

Manufacturer.



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Lloyd's Register  
Foundation

002883-002890-0145



19008

Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - - -  
Total No. of visits

1929. Apr. 4. 18. 23. May. 1. 7. 10. 13. 15. 23. 24. 30. 31. June. 4. 5. 10. 12. 13. 17. 18. 24. 25. July. 1. 3. 5. 8.  
11. 15. 17. 18. 22. 23. 24. 26

Dates of Examination of principal parts—Cylinders 10.5.29. Slides 18.6.29. Covers 18.6.29.  
Pistons 24.5.29. Piston Rods 30.5.29. Connecting rods 4.4.29.  
Crank shaft 17.6.29. Thrust shaft 17.6.29. Intermediate shafts ✓  
Tube shaft ✓ Screw shaft 5.7.29. Propeller 13.6.29.  
Stern tube 1.7.29. Engine and boiler seatings 11.7.29. Engines holding down bolts 18.7.29.  
Completion of fitting sea connections 8.7.29.  
Completion of pumping arrangements 23.7.29. Boilers fixed 17.7.29. Engines tried under steam 23.7.29.  
Main boiler safety valves adjusted 23.7.29. Thickness of adjusting washers Port Boiler: - For 2" 1/2" Star Boiler: - For 2" 1/2" Aft. 1" 1/2".  
Crank shaft material Siemens Steel Identification Mark A.C. 1520 Thrust shaft material Siemens Steel Identification Mark A.C. 1504  
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓  
Screw shaft, material Siemens Steel Identification Mark A.C. 1520 Steam Pipes, material S.D. Steel Test pressure 540 lbs. Date of Test 17.7.29  
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 Engines and Boilers of this vessel have been built under Special Survey and Satisfactorily fitted in the vessel. The Materials and Workmanship are good. On Completion the Machinery was tried under a full head of Steam with satisfactory results.  
The Machinery throughout is now in a good and efficient Condition and eligible in my opinion for Classification and the notation: - L.M.C. 7.29.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 7.29. C.L

Y.Ren  
31.7.29

The amount of Entry Fee ... £ 4 : 0 :  
Special ... £ 56 : 10 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 26 July 1929  
When received, 30 JULY 1929

Alfred Be.  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 2 AUG 1929  
Assigned L.M.C. 7.29 C.L

CERTIFICATE WRITTEN.



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