

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office THU 14 AUG 1924

Date of writing Report 10 When handed in at Local Office 5/8/1024 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Newcastle Date, First Survey 12 May 1924 Last Survey 5 August 1924
Reg. Book. 87747 on the Moll Se. "ALGOL" (Number of Voids 19)

Gross 1564 Tons
Net 946 Tons

Built at Newcastle By whom built W. Doherty & Co. Yard No. 223 When built 1924

Engines made at Newcastle By whom made North Eastern Marine Eng. Co. Ltd. Engine No. 2588 when made 1924

Boilers made at Newcastle By whom made North Eastern Marine Eng. Co. Ltd. Boiler No. 2588 when made 1924

Registered Horse Power Owners R. H. Kennedy & Son Port belonging to Shoreham

Nom. Horse Power as per Rule 176 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines

Inverted Triple Expansion

Dia. of Cylinders 17½"-29"-48" Length of Stroke 33" Revs. per minute No. of Cylinders 3 No. of Cranks 3

Dia. of Crank shaft journals as per rule 9.276" as fitted 9.3" Dia. of Crank pin 9.3" Crank webs Mid. length breadth 16" Thickness parallel to axis 5.8" shrunk Thickness around eye-hole 4.16"

Diameter of Thrust shaft under collars as per rule 9.276" as fitted 9.3" Diameter of Tunnel shaft as per rule 8.82" as fitted 8.78" Diameter of Screw shaft as per rule 10.1" as fitted 10.8" Is the Screw shaft fitted 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 of it being efficiently lubricated No Length of Stern Bush 45" Diameter of Propeller 12'-9"

Pitch of Propeller 12'-9" No. of Blades 4 State whether Moveable No Total Surface 50 square feet.

No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3" Stroke 16½" Can one be overhauled while the other is at work Yes

No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 3" Stroke 16½" Can one be overhauled while the other is at work Yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 Feed Donkey 6"x4"x6" Ballast 8"x10"x10"

No. and size of Pumps connected to the Main Bilge Line Two Main Engine Rams - Ballast Pump

No. and size of Ballast Pumps One 8"x10"x10" No. and size of Lubricating Oil Pumps, including Spare Pump No.

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 3-2½" and in Holds, &c. Forward 2-3" Aft 2-3"

Tunnel well 1-2¼"

No. and size of Main Water Circulating Pump Bilge Suctions One 5" No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges One - 3¼"

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 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 are carried through the bunkers Forward Bilge Suctions How are they protected Wood-cased

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 Yes Is it fitted with a watertight door Yes worked from Store

MAIN BOILERS, &c.—(Letter for record 5)

Total Heating Surface of Boilers 3150 sq ft

Is Forced Draft fitted No No. and Description of Boilers 2 Single-Ended Cyl. Airt. 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? Yes

PLANS. Are approved plans forwarded herewith for Shafting (If not state date of approval) 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:—

One Propeller Shaft - One Cast Iron propeller, 2 Top End Bolts & Nuts,

2 Bottom End Bolts & Nuts,

2 Main Bearing Bolts & Nuts

6 Coupling Bolts & Nuts

2 Feed Pump Valves

2 Bilge Pump valves - One set of Springs

for L. P. piston - Assorted Bolts, nuts & Irons

The foregoing is a correct description

THE NORTH EASTERN MARINE ENGINEERING CO., LTD.

Manufacturer.

Secretary.

003106-003115-0012



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Lloyd's Register
Foundation

1924
 May 12 June 11. 20 July 4. 10. 11. 17. 18. 21. 22. 23. 24. 25. 29. 30. 31. Aug. 1. 2. 5.
 During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits **19.**

Dates of Examination of principal parts - Cylinders **17. 7. 24** Slides **18. 7. 24**
 Covers **17. 7. 24** Pistons **18. 7. 24** Rods **4. 7. 24**
 Connecting rods **4. 7. 24** Crank shaft **11. 7. 24** Thrust shaft **20. 6. 24**
 Tunnel shafts **20. 6. 24** Screw shaft **11. 7. 24** Propeller **4. 7. 24**
 Stern tube **20. 6. 24** Engine and boiler seatings **24. 7. 24** Engines holding down bolts **30. 7. 24**
 Completion of pumping arrangements **2. 8. 24** Boilers fixed **29. 7. 24** Engines tried under steam **2. 8. 24**
 Completion of fitting sea connections **1. 7. 24** Stern tube **1. 7. 24** Screw shaft and propeller **24. 7. 24**
 Main boiler safety valves adjusted **2. 8. 24** Thickness of adjusting washers **6d Bl. P 3/2" S 1/2" 11in. Bl. P 1 1/2" S 1 1/2"**
 Material of Crank shaft **S. M. Steel** Identification Mark on Do. **Slap's 6871 N**
 Material of Thrust shaft **S. M. Steel** Identification Mark on Do. **Slap's 6871 N**
 Material of Tunnel shafts **S. M. Steel** Identification Marks on Do. **Slap's 6871 N**
 Material of Screw shafts **S. M. Steel** Identification Marks on Do. **Slap's 6871 N**
 Material of Steam Pipes **S. D. Steel** ✓ Test pressure **540 lbs.** ✓ Date of Test **28. 7. 31. 7. 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 workmanship and materials are sound and good. It has been efficiently installed on board the vessel and tried out under steam at a mooring trial. The safety valves were adjusted under steam. The machinery of this vessel is eligible, in my opinion, for notation in the Society's Register Book of **+ L.M.C. 8. 24 C.L.**

It is submitted that
 this vessel is eligible for
 THE RECORD. **+ L.M.C. 8. 24 C.L.**
B.A.
14/8/24. **J.R.R.**

The amount of Entry Fee ... £ **3** : - : When applied for, **27. AUG 1924**
 Special ... £ **44** : - : 19
 Donkey Boiler Fee ... £ : : When received, **19**
 Travelling Expenses (if any) £ : :

Committee's Minute **TUES. 19 AUG 1924**
 Assigned **+ L.M.C. 8. 24 C.L.**

R. Lee Amner.
 Engineer Surveyor to Lloyd's Register of Shipping.