

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 3 - NOV 1924

Date of writing Report 3 - NOV 1924 When handed in at Local Office 3 - NOV 1924 Port of London (Essex)  
No. in Survey held at Great Yarmouth Date, First Survey 5 SEPTEMBER Last Survey 24 OCTOBER 1924  
Reg. Book. on the S.S. "ROGER BECK" (Number of Visits 8 + 13 (NWC) Gross

Built at Amble By whom built Amble Shipbuilding Co Ltd Yard No. 38. When built 1924  
Engines made at Great Yarmouth By whom made Gutter H<sup>o</sup> Ltd. Engine No. 585 when made 1924  
Boilers made at Jarrow By whom made Palmer H<sup>o</sup> Ltd. Boiler No. when made  
Registered Horse Power Owners Swansea Pilot Boat Co Ltd Port belonging to Swansea.  
Nom. Horse Power as per Rule 62. Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

ENGINES, &c.—Description of Engines Triple expansion  
Dia. of Cylinders 11-18+30 Length of Stroke 21 Revs. per minute No. of Cylinders 3 No. of Cranks 3  
Dia. of Crank shaft journals as fitted 6" Dia. of Crank pin 6" Crank webs Mid. length breadth 8 1/2 Thickness parallel to axis 4 1/2  
as fitted 6" Mid. length thickness 4 1/2 shrunk Thickness around eye-hole 2 1/2  
Diameter of Thrust shaft under collars as fitted 6" Diameter of INT. shaft as fitted 5 3/4 Diameter of Screw shaft as fitted 6 3/4 Is the Screw shaft  
as fitted 6" fitted with a continuous liner the whole length of the stern tube No. 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 No. separate liners. 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 booted with bitumastic Is an approved appliance fitted at the after end of the shaft to permit  
of it being efficiently lubricated Length of Stern Bush 2-6 1/2 Diameter of Propeller 7-9  
Pitch of Propeller 10-3 No. of Blades 4 State whether Moveable No. Total Surface 22 square feet.  
No. of Feed Pumps fitted to the Main Engines one Diameter of ditto 2 1/4 Stroke 10 1/2 Can one be overhauled while the other is at work  
No. of Bilge Pumps fitted to the Main Engines one Diameter of ditto 2 1/4 Stroke 10 1/2 Can one be overhauled while the other is at work  
Total number and size of power driven Feed and Bilge Auxiliary Pumps one 5 1/4 x 3 1/2 x 5 Duplex  
No. and size of Pumps connected to the Main Bilge Line Main bilge pump & Duplex 5 1/4 x 3 1/2 x 5  
No. and size of Ballast Pumps No. and size of Lubricating Oil Pumps, including Spare Pump  
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 2 2 2" and in Holds, &c. 1 2 2" FORT 1 2 2" AFT.

No. and size of Main Water Circulating Pump Bilge Suctions one 3" No. and size of Donkey Pump Direct Suctions  
to the Engine Room Bilges one 2 2" 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  
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 Are the Blow Off Cocks fitted with a spigot and brass covering plate  
What Pipes are carried through the bunkers None How are they protected  
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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record (S) Total Heating Surface of Boilers 1200 sq ft  
Forced Draft fitted No. and Description of Boilers 1 S.B. Working Pressure 180 lb.  
IS A REPORT ON MAIN BOILERS NOW FORWARDED?  
IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded  
PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers yes Auxiliary Boilers Donkey Boilers  
(If not state date of approval) Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—  
2 Main bearing bolts + nuts. 1 set each air + circulating pump valves.  
2 Bolt. end bolts + nuts. 1 safety valve spring.  
2 Top. end bolts + nuts. 1 safety valve for each main eng. cylinder.  
1 set coupling bolts + nuts. And a quantity of assorted bolts + nuts.  
1 set feed pump valves. Iron of various sizes.  
1 set bilge pump valves.  
6 Condenser tubes + gaskets.  
One each main + donkey feed check valve.

The foregoing is a correct description  
GRABTREE & CO., LTD.  
J. A. Chamberlain

Manufacturer.



1924 SEP 5 18 23 Oct 2 6 14 21 24

Dates of Survey while building

NWC 1924 Nov 4 5 6 7 12 24 26 28 Dec 1 2 4 8 9

Total No. of visits 7 (IN SHOPS) + 13.

Dates of Examination of principal parts - Cylinders 5-9-24, 18-9-24, + 14-10-24. Slides 18-9-24, 14-10-24. Covers 18-9-24. Pistons 18-9-24. Rods 18-9-24. Connecting rods 18-9-24, 14-10-24. Crank shaft 18-9-24. Thrust shaft 23-9-24, 6-10-24, 21-10-24. Stern tube 18-9-24. Engine and boiler seatings 4/10/24. Engines holding down bolts 5/11/24. Completion of pumping arrangements 24/11/24. Boilers fixed 4/12/24. Engines tried under steam 9/12/24. Completion of fitting sea connections 27/10/24. Stern tube 27/10/24. Screw shaft and propeller 27/10/24. Main boiler safety valves adjusted 9/12/24. Thickness of adjusting washers Pat valve 3/4" Pat valve 3/2". Material of Crank shaft Steel. Identification Mark on Do. Lloyds No 970 A.T.T. Material of Thrust shaft Steel. Identification Mark on Do. " No 7233 A.T.T. Material of INT shaft Steel. Identification Marks on Do. " No 7217 A.T.T. Material of Screw shafts Steel. Identification Marks on Do. " No 7232 A.T.T. Material of Steam Pipes S.T. Copper. Test pressure 400 lbs. Date of Test 3/12/24. 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 No. If so, state name of vessel.

General Remarks (State quality of workmanship, opinions as to class, &c.) The engines constructed under special survey in accordance with the Rules of this Society, + approved plans. material + workmanship good. Forwarded to Amble to be fitted on board the S.S. "Roger Beck", Amble Shipbuilding Co. yard No 38. The engines & boiler of this vessel are now in a good & efficient condition & have been satisfactorily fitted on board the vessel. On completion the machinery was tried under a full head of steam with satisfactory results. The machinery throughout is now in a good & efficient condition & eligible in our opinion to have the record E.L.M.C-12-24 marked in Red in the Society's Register Book. Also fitted for oil fuel F.P. above 150°F. & the requirements of Section 35 of the Rules fully complied with.

It is submitted that this vessel is eligible for THE RECORD. + LMC 12.24.

Fitted for oil fuel 12.24. F.P. above 150°F.

A.E. Farriner, Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 2-0-0. Special (3/4) ... £ 7-0-0. Donkey Boiler Fee ... £ 3-10-0. Travelling Expenses (if any) £ 3-3-0. When applied for, 3rd Nov 1924. When received, 23.10.24 on 26/11/25.

Committee's Minute JNES. 30 DEC 1924. Assigned + L.M.C. 12.24. Fitted for oil fuel 12.24. F.P. above 150°F.

