

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))
 Built at Amble By whom built Amble Shipbuilding Co Ltd Yard No. 38 Tons { Gross Net
 Engines made at Great Yarmouth By whom made Gtattru H^o Ltd Engine No. 585 When built 1924
 Boilers made at Jarrow By whom made Palmer H^o Ltd Boiler No. when made 1924
 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 1/4"
 Diameter of Thrust shaft under collars as fitted 6" Diameter of INT. shaft as fitted 5 1/2" Mid. length thickness 4 1/4" Thickness around eye-hole 2 1/2"
 Diameter of Screw shaft as fitted 6 3/4" Is the Screw shaft 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 Movable No. Total Surface 22 1/2 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 1/2 x 3 1/2 x 5 Duplex.
 No. and size of Pumps connected to the Main Bilge Line Main bilge pump & Duplex 5 1/2 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 1/2 2" and in Holds, &c. 1 1/2 2" Fore 1 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 1/2" 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 ft²)

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?

If so, is a report now forwarded?

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

Main Boilers Auxiliary Boilers Donkey Boilers

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

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

The foregoing is a correct description

GRABTREE & CO., LTD.

J. A. Chamberlain.

Manufacturer.



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Lloyd's Register
Foundation

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. 3. 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.

Screw shafts 6-10-27.

Screw shaft 23-9-24, 2-10-24, 6-10-24.

Propeller 6-10-24.

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 Paterson & McAlister 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.~~ shafts 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. Ltd. 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 vessel entered 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.

23/10/24

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

The amount of Entry Fee ... £ 2-0-0

When applied for, 3rd Nov. 1924

Special ~~Installing~~ ... £ 7-0-0

Donkey Boiler Fee ... £ 3-10-0

When received, 23.10.24

Travelling Expenses (if any) £ 3-3-0

23.10.24

Committee's Minute JNES. 30 DEC 1924

Assigned

+ L.M.C. 12.24

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

CERTIFICATE WRITTEN.



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