

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 14 APR 1928

Date of writing Report 5 April 1928 When handed in at Local Office 6/4/28 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Walker on Tyne Date, First Survey 16 Nov 127 Last Survey 3 April 1928
 Reg. Book. on the Single Screw, Steel Steamer "ALNWICK" (Number of Visits 42.)

Gross 1383
 Tons Net 592
 When built 1928-4

Built at Walker on Tyne By whom built Swan Hunter & Richardson Ltd Yard No. 1268

Engines made at Walker on Tyne By whom made S. H. W. R. Ltd Engine No. 1268 when made 1928-4

Boilers made at Walker on Tyne By whom made S. H. W. R. Ltd Boiler No. 1268 when made 1928-4

Registered Horse Power Owners Tyne Tees Steam Shipping Co Ltd Port belonging to Newcastle.

Nom. Horse Power as per Rule 392 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended Coasting, Passenger and general Cargo

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 84

Dia. of Cylinders 20 3/4 35 1/2 60 Length of Stroke 45 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 12.2 Crank pin dia. 12 5/8 Crank webs Mid. length breadth 18 Thickness parallel to axis 7 7/8
 as fitted 12 5/8 Mid. length thickness 17 7/8 shrunk Thickness around eye-hole 5 9/16

Intermediate Shafts, diameter as per Rule 11.61 Thrust shaft, diameter at collars as per Rule 12.2
 as fitted 12 as fitted 12 5/8

Tube Shafts, diameter as per Rule 12.84 Screw Shaft, diameter as fitted 13 3/8 Is the shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule .69 Thickness between bushes as per Rule .518 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 junctions made by fusion through the whole thickness of the liner

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 4' 5 1/2"

Propeller, dia. 14' 9" Pitch 17' 6" No. of Blades 4 Material M. Bronze whether Moveable No Total Developed Surface 70 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/4 Stroke 22 1/2 Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 3/4 Stroke 22 1/2 Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size 1 pair twin 9 1/2 x 7 1/2 21 Pumps connected to the Main Bilge Line { No. and size Ballast pumps 3 1/2 Suction & Service pump 3 1/2 Suction
 How driven Steam How driven Steam (Engine driven pump 2 1/3 Steam

Ballast Pumps, No. and size 1 Duplex 9 x 10 x 10 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 Engine Room 3 of 3 1/2

In Holds, &c. Forward Hold 4 of 2 1/2 Aft Hold 2 of 2 1/2 Tunnel well 1 of 2 1/2

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 7 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 of 3 1/2 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strain-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 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 Hold Suction pipes How are they protected Wood Casing

What pipes pass through the deep tanks 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 Yes Is it fitted with a watertight door Yes worked from top platform above load line

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 5864 ft²

Is Forced Draft fitted Yes No. and Description of Boilers 2. S & Cyl multiphular Working Pressure 215 lb

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 No Main Boilers Yes Auxiliary Boilers None Donkey Boilers None

(If not state date of approval)

Superheaters None General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements None

SPARE GEAR. State the articles supplied:—2 main Bearing bolts and nuts 2 top end bolts and nuts 2 Bottom end bolts and nuts 1 set of Coupling Bolts and nuts 1 spare propeller Cast Iron, 2 check Valves, 1 set of Feed pump Valves and seats 1 set of Bilge pump Valves and seats 1 pair of bottom end hamms and bolts nuts 1 set of Ballast Donkey Pump Valves and seats 1 set of general Service pump Valves and seats 1 set of Fresh Water pump Valves and seats 1 Impeller + Shaft for Circulating pump one spare Tail shaft (C.I.) 2 Springs for Safety Valves 1 Spring each side of escape Valve 1 spare tube and ferrules for Condenser Assorted Iron, bolts and nuts, Various Engine Room Stores and Tools.

The foregoing is a correct description,

SWAN, HUNTER & WIGHAM RICHARDSON, LTD.

Manufacturer.

DIRECTOR



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003495-003502-0125

During progress of work in shops - - - 1927. NOV. 16. DEC. 5. 6. 8. 20. 29. 1928. JAN. 6. 9. 10. 12. 18. 19. 23. 25. 26. 27. 30. 31. FEB. 1. 2. 6. 8. 9. 10. 15. 17. 20. 28.
 During erection on board vessel - - - MAR. 5. 6. 8. 14. 15. 19. 20. 21. 22. 26. 28. 29. APL. 2. 3.

Dates of Survey while building
 Total No. of visits 42.
 Hpcyl tested 17046 MP. 10046 Lp cyl 4046 5. 1. 28. 5. 1. 28.
 Dates of Examination of principal parts - Cylinders 5 July 28 Slides December 27 Covers 5 July 28
 Pistons 5. 1. 28. Piston Rods 5. 1. 28 Connecting rods 8 Dec 27
 Crank shaft 8 Dec 27 Thrust shaft March 28 Intermediate shafts 8 Dec 27
 Tube shaft ✓ Screw shaft 5 July 28 5. 12 28 Propeller 10. 2. 28 5. 3. 28
 Stern tube 24. 1. 28 30. 1. 28 Engine and boiler seatings 5. 3. 28 Engines holding down bolts 15 3. 28
 Completion of fitting sea connections 30. 1. 28 5. 3. 28
 Completion of pumping arrangements 2 April 28 Boilers fixed 15. 3. 28, 22. 3. 28 Engines tried under steam 2 April 28
 Main boiler safety valves adjusted 2 April 28 Thickness of adjusting washers PA. 3/8. SB. 3/8 5651. D. MR Slu MR
 Crank shaft material Slu Identification Mark LLO7AS. LGS Thrust shaft material LR. 5651. D Identification Mark LR LGS
 Intermediate shafts, material Slu Identification Marks LR. 5651. D Tube shaft, material ✓ Identification Mark 2. 2. 28
 Screw shaft, material Slu Identification Mark LR5651D Steam Pipes, material Slu Test pressure 64546 Date of Test 19. 3. 28
 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 built under Special Survey the material and workmanship found good and efficient
 The machinery satisfactorily fitted up on board the Vessel. Tried under working Condition (Versus at moorings) and found Satisfactory.
 In my opinion this Vessel is now eligible for the notation of + L M C 4. 28 (IN-REG) to be made in the Register Book.

It is submitted that
 this vessel is eligible for
 THE RECORD.

L M C 4. 28 C L F D

16-4-28
 L. G. Skilleross
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 5 : 0 :
 Special ... £ 83 : 16 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 11. 4. 19 28
 When received, 13. 4. 19 28

Committee's Minute TUES. 17 APR 1928

Assigned

+ L M C 4. 28
 P. D. C.



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