

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-1 SEP. 1925

Date of writing Report 29.8.1925 When handed in at Local Office 29.8.1925 Port of PLYMOUTH
 No. in Survey held at DARTMOUTH Date, First Survey 2.1.25 Last Survey 26.8.1925
 Rep. Book. on the Tow. sc. FERRY "TYNEMOUTH" (Number of Visits 28)
 Built at Dartmouth By whom built Philip & Son Yard No. 691 Tons 299
 Engines made at Dartmouth By whom made Philip & Son Engine No. 268 When built 1925
 Boilers made at Hebburn By whom made Palmer S.B. & J. Co. Boiler No. 1047-8 when made 1925
 Registered Horse Power 119 Owners Tyne Improvement Commission Port belonging to North Shields
 Nom. Horse Power as per Rule 119 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Twin Triple Expansion Surface Condensing
 Dia. of Cylinders 2(12" 20" 32") Length of Stroke 24" Revs. per minute 140 No. of Cylinders 6 No. of Cranks 6
 Dia. of Crank shaft journals as per rule 6.16 as fitted 7 Dia. of Crank pin 4" Crank webs Mid. length breadth 16" Thickness parallel to axis 4 3/4"
 Mid. length thickness 4 3/4" shrunk Thickness around eye-hole 3 1/4"
 Diameter of Thrust shaft under collars as per rule 6.16 as fitted 7 Diameter of Tunnel shaft as per rule 5.84 as fitted 6 3/4" Diameter of Screw shaft as per rule 6.55 as fitted 7 1/2" 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 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved appliance fitted at the after end of the shaft to permit
 of it being efficiently lubricated ordinary bush Length of Stern Bush 2'-6" Diameter of Propeller 8'-3"
 Pitch of Propeller 9'-3" No. of Blades 4 State whether Moveable no Total Surface 28.5 square feet.
 No. of Feed Pumps fitted to the Main Engines nil Diameter of ditto ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 No. of Bilge Pumps fitted to the Main Engines nil Diameter of ditto ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 Feed Weirs 5" x 4" x 12" 1 Bilge Pump 8" x 5" x 12"
 No. and size of Pumps connected to the Main Bilge Line one 8" x 5" x 12" Diesel and one bilge ejector
 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 3-2 1/2" and in Holds, &c. 1-2 1/2" forward, 1-2 1/2" aft

No. and size of Main Water Circulating Pump Bilge Suctions 1-4 1/2" No. and size of Donkey Pump Direct Suctions ✓
 to the Engine Room Bilges 1-2 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 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 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 are carried through the bunkers none How are they protected Yes
 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 none Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record R.) Total Heating Surface of Boilers 1960
 Is Forced Draft fitted No No. and Description of Boilers 2 S.E. Marine 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? ✓

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval) Yes

General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied: As required by Rule + one set piston and bucket rings for
feed and bilge pumps, two propellers, one set air pump valves, one set air pump piston
and bucket rings, two main and two donkey check valves complete, one set safety valve spring,
one pair top end brasses, one pair bottom end brasses, quantity condense. tubes, ferrules,
boiler tubes and 2 stay tube.

The foregoing is a correct description

FOR PHILIP & SON, LIMITED.

J. E. Turner

Secretary.

Manufacturer.



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Lloyd's Register
Foundation

1925. Jan. 2. 22. Feb. 2. 9. 16 Mar. 8. 16. 30 Apr. 1. 14. 23. 29
May 12. 18. 25 June 2. 6. 22.
July 2. 8. 14. 20. 22. 24
Aug. 12. 14. 20. 26.
During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 28

Dates of Examination of principal parts—Cylinders P. 29. 4. 25 S. 2. 4. 25 Slides 29. 4. 25
Covers 29. 4. 25 Pistons P. 29. 4. 25 S. 2. 7. 25 Rods P. 29. 4. 25 S. 2. 7. 25
Connecting rods P. S. 2. 7. 25 Crank shaft 23. 4. 25 Thrust shaft 5. 6. 25
Tunnel shafts 5. 6. 25 Screw shaft 5. 6. 25 Propeller 5. 6. 25
Stern tube 5. 6. 25 Engine and boiler seatings 12. 5. 25 Engines holding down bolts 27. 7. 25
Completion of pumping arrangements 14. 8. 25 Boilers fixed 8. 7. 25 Engines tried under steam 20. 8. 25
Completion of fitting sea connections 12. 6. 25 Stern tube 12. 6. 25 Screw shaft and propeller 12. 6. 25
Main boiler safety valves adjusted 12. 8. 25 Thickness of adjusting washers S. 23. 14. 32 P. P. 11. 5. 19. 32 P.
Material of Crank shaft Steel Identification Mark on Do. LLOYDS NO 1070
Material of Thrust shaft .do. Identification Mark on Do. LLOYDS NO 1070
Material of Tunnel shafts .do. Identification Marks on Do. LLOYDS NO 1070
Material of Screw shafts .do. Identification Marks on Do. LLOYDS NO 1070
Material of Steam Pipes Copper ✓ Test pressure 360 lbs. ✓ Date of Test 24. 7. 25 26. 8. 25
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 materials and workmanship are good. This machinery has been built under special survey in accordance with the Rules and approved Plans, securely fitted aboard and tried with satisfactory results under steam and is, in my opinion, suitable for classification with record + L.M.C. 8, 25.

It is submitted that this vessel is eligible for THE RECORD. + LMC 8. 25. CL.

1/9/25

The amount of Entry Fee ... £ 3 : 0.0 When applied for, 198. 25.
Special ... £ 16 : 13.0
Donkey Boiler Fee ... £ : : When received, 21. 8. 25.
Travelling Expenses (if any) £ 12 : 0.0

Committee's Minute

Assigned

TUES. 1 SEP 1925

+ Lmb 8. 25 CL

Engineer Surveyor to Lloyd's Register of Shipping.



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CERTIFICATE WRITTEN