

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

NEWCASTLE-ON-TYNE

Date of Report

19

When handed in at Local Office

26/9/30 Port of

No. in Survey held at

Newcastle-on-Tyne.

Date, First Survey

4 Feb/1929

Last Survey

25 Sept. 1930.

Reg. Book.

40881. on the

Steel. Sc.

"JO. TAYLOR"

(Number of Visits 117)

Gross 4640

Net 2784

Built at Willington Quay.

By whom built

Sir W. G. Armstrong Whitworth & Co. (Shipbuilders) Ltd

Yard No. 1055.

When built 1930.

Engines made at

Scotwood

By whom made

Sir W. G. Armstrong Whitworth & Co. (Eng'rs)

Engine No. 83.

when made 1930

Boilers made at

Scotwood

By whom made

Sir W. G. Armstrong Whitworth & Co. (Eng'rs)

Boiler No. 83.

when made 1930

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule

419.

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Yes.

Trade for which Vessel is intended

Ocean Going.

ENGINES, &c.—Description of Engines

Triple Expansion Inverted

Revs. per minute 68.

Dia. of Cylinders 26" 43" 72"

Length of Stroke 48"

No. of Cylinders 3.

No. of Cranks 3.

Crank shaft, dia. of journals

as per Rule 13.5"

Crank pin dia. 13.5"

Crank webs

Mid. length breadth 6.2"

Mid. length thickness 8.625"

Thickness parallel to axis 8.625"

Intermediate Shafts, diameter

as per Rule 12.88"

as fitted 13"

Thrust shaft, diameter at collars

as per Rule 13.5"

as fitted 13.5"

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule 14.36"

as fitted 14.5"

Is the

shaft fitted with a continuous liner

Yes.

Bronze Liners, thickness in way of bushes

as per Rule 74"

as fitted 81.7"

Thickness between bushes

as per Rule 5.55"

as fitted 7.5"

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

Continuous

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.

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' - 10"

Propeller, dia. 17' 9"

Pitch 18' 3"

No. of Blades 4

Material C.I.

whether Movable Solid

Total Developed Surface

98 sq. feet

Feed Pumps worked from the Main Engines, No. 2.

Diameter 4 1/4"

Stroke 24"

Can one be overhauled while the other is at work

Yes.

Bilge Pumps worked from the Main Engines, No. 2.

Diameter 4 1/4"

Stroke 24"

Can one be overhauled while the other is at work

Yes.

Feed Pumps

No. and size Two 6x4x6 & 7 1/2 x 5 x 6"

How driven Steam

Pumps connected to the

Main Bilge Line

No. and size One 9" x 10" x 10"

How driven Steam

Ballast Pumps, No. and size

One 9" x 10" x 10"

Lubricating Oil Pumps, including Spare Pump, No. and size

✓

Suctions, connected to both Main Bilge Pumps and Auxiliary

Are two independent means arranged for circulating water through the Oil Cooler

✓

Bilge Pumps;—In Engine and Boiler Room

4 @ 2 1/2" wing Suctions

one @ 4 1/2" Bilge Direct

In Holds, &c.

No 1 Hold 2 @ 2 1/4" No 2 Hold 2 @ 3 1/2" No 3 Hold 2 @ 2 3/4" No 4 Hold 2 @ 2 3/4"

Fore Peak 3"

After Peak 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size

One 8"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

One @ 4 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 they filled with Valves or Cocks

Both.

Are all Sea Connections fitted direct on the skin of the ship

Yes.

Are the Overboard Discharges above or below the deep water line

above.

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Yes.

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes.

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Yes.

How are they protected

✓

What Pipes pass through the bunkers

None.

What pipes pass through the deep tanks

✓

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 E. R. GEATING.

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

Total Heating Surface of Boilers

6870 sq. ft.

Is Forced Draft fitted

No.

No. and Description of Boilers

3 S.E. Multitubular

Working Pressure

180 lbs/sq. in.

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

Yes.

Auxiliary Boilers

✓

Donkey Boilers

✓

Superheaters

✓

General Pumping Arrangements

Yes.

Oil fuel Burning Piping Arrangements

✓

SPARE GEAR. State the articles supplied:—

2 Top end bolts & nuts, 2 bottom end bolts & nuts, 2 main bearing bolts, one set of coupling bolts, one set of feed & bilge pump valves, a quantity of assorted bolts & nuts, iron of various sizes, 2 boiler safety valve springs. Propeller & screw shaft.

The foregoing is a correct description,

FOR

SIR W. G. ARMSTRONG WHITWORTH & COMPANY (ENGINEERS) LIMITED

Manufacturer.



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Lloyd's Register

Foundation

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1929
Feb. 4. 7. 15. Mar. 1. 5. 6. 7. 8. 11. 13. 20. 22. 25. 26. 27. 28. Apr. 3. 8. 9. 10. 11. 15. 16. 17. 18. 19. 23. 24. 26. 29.
During progress of work in shops - -
May 1. 2. 3. 6. 7. 9. 11. 13. 16. 17. 21. 23. 24. 27. 28. 29. June 4. 5. 6. 10. 12. 17. 19. 20. 24. July 1. 2. 4. 6. 9. 16. 19. 23.
26. 30. Aug. 6. 9. 13. 14. 16. 27. 29. Sep. 13. 17. 25. 27. Oct. 1. 4. 7. 9. 10. 11. 15. 16. 17. 18. 21. 25. 28. 29. 31. Nov. 14.
During erection on board vessel - -
11. 15. 20. 22. 28. 29. Dec. 2. 10. 11. 13. 16. 17. 19. 20. 21. 23. 27. 1930 Jan. 3. 4. 7. 8. 14. Sep. 25.
Total No. of visits 117

NP&MP 15. 10. 29.
LP. 18. 10. 29. Slides 15. 11. 29. Covers 15. 11. 29.
Dates of Examination of principal parts—Cylinders
Pistons 4. 10. 29. Piston Rods 4. 10. 29. Connecting rods 17. 10. 29.
Crank shaft 29. 10. 29. Thrust shaft 27. 8. 29. Intermediate shafts 31. 9. 29.
Tube shaft 1. 11. 29. Screw shaft 9. 10. 29. Propeller 16. 10. 29.
Stern tube 16. 10. 29. Engine and boiler seatings 15. 11. 29. Engines holding down bolts 21. 12. 29.
Completion of fitting sea connections 15. 11. 29.
Completion of pumping arrangements 4. 1. 30. Boilers fixed 4. 1. 30. Engines tried under steam 8. 1. 30.
Main boiler safety valves adjusted 7. 1. 30 & 14. 1. 30. Thickness of adjusting washers S. Boiler C. Boiler P. Boiler
Pr 9/16 Sv 5/16 Pr 9/16 Sv 5/16 Pr 11/32 Sv 5/16
Crank shaft material Steel Identification Mark 1P. 1952. Thrust shaft material Steel Identification Mark 5192.
Intermediate shafts, material Steel Identification Marks 2091, 5193, 5191, 2092, 5188, 2086. Tube shaft, material Identification Mark
Screw shaft, material Steel Identification Mark 2096 Steam Pipes, material Steel Test pressure 540 lbs Date of Test 23-12-29.
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 Yes. If so, state name of vessel "Kitty Taylor"

General Remarks (State quality of workmanship, opinions as to class, &c.)
The machinery has been built under special survey and in accordance with the Society's Rules & approved plans. The material & workmanship are sound and good. The machinery was efficiently installed on board, tested under steam, & found satisfactory. The machinery of this vessel is in my opinion eligible to have the notation of + LMC and TS CL.
See letter to London 20/9/30

Vessel not yet sold by builder
Letter asks that later date be assigned
when vessel is sold.

See letter 26.9.30

The amount of Entry Fee ... £ 5 : - :
Special ... £ 87 : 17 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 26 SEP 1930
When received, 15. 10. 1930
L. Pickett.
Engineer Surveyor to Lloyd's Register of Shipping.
Committee's Minute
Assigned + L.M.C. 9.30
FRI. 10 OCT 1930
CERTIFICATE WRITTEN C.L.