

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 23rd May 1922 When handed in at Local Office 24th May 1922 Port of Southampton

No. in Survey held at Lowes Date, First Survey April 19 Last Survey May 24 1922
 Reg. Book. 07855 on the "Ness." ex "ALEXANDER PALMER." (Number of Visits 2)

Built at Middlesboro' By whom built Smith's dock Co. Ltd. Yard No.
 Engines made at Newcastle By whom made Hawthorn Leslie & Co. Engine No.
 Boilers made at Newcastle By whom made Hawthorn Leslie & Co. Boiler No.
 Registered Horse Power Owners J. P. White & Co. Ltd. Port belonging to London
 Nom. Horse Power as per Rule 61 87 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted no

ENGINES, &c.—Description of Engines Triple expansion

Dia. of Cylinders 12 1/2" 21" 35" Length of Stroke 26" Revs. per minute No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 6 1/4" Dia. of Crank pin 4 1/8" Crank webs Mid. length breadth 11 1/8" Thickness parallel to axis 4 1/2"
as fitted 7 1/8" Mid. length thickness 4 1/2" shrunk Thickness around eye-hole 3 5/8"
 Diameter of Thrust shaft under collars as per rule 6 1/8" Diameter of Tunnel shaft as per rule 6 1/4" Diameter of Screw shaft as per rule 7 1/8" Is the Screw shaft
as fitted 7 1/8" 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 no lignum-vitae Length of Stern Bush 34" Diameter of Propeller 9 1/2"
 Pitch of Propeller 11 1/2" No. of Blades 4 State whether Moveable no Total Surface 25 1/2 square feet.
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 2 1/2" Stroke 12" Can one be overhauled while the other is at work yes
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 2 1/2" Stroke 13" Can one be overhauled while the other is at work yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps Two 6" x 5" x 6" 6 x 4 x 6
 No. and size of Pumps connected to the Main Bilge Line One 6 x 5 x 6
 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 yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary
Suction Bilge Pumps;—In Engine and Boiler Room 1-2" for 1-2" aft 1-2" Separ. and in Holds, &c. 1-2" Forehold 1-2" Slushwell
also 2" ejector from slushwell

No. and size of Main Water Circulating Pump Bilge Suctions One 3 1/2" No. and size of Donkey Pump Direct Suctions
 to the Engine Room Bilges One 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 Forward Suctions How are they protected Wood casing
 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 yes) Total Heating Surface of Boilers See Boiler report
 Is Forced Draft fitted no No. and Description of Boilers Working Pressure
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes
 PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers no Donkey Boilers no
 (If not state date of approval) General Pumping Arrangements no Oil fuel Burning Piping Arrangements no

SPARE GEAR. State the articles supplied:—Two each top & bottom end connecting rod
bolts & nuts, two main bearing bolts & nuts, one set of con-
necting bolts & nuts, one set each feed & bilge pump valves, one
of various sizes, a quantity of assorted bolts & nuts etc.

The foregoing is a correct description

Manufacturer.



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Lloyd's Register
Foundation

008925-008937-0246

During progress of work in shops - - ✓

Dates of Survey while building During ~~Survey~~ ^{Survey} vessel - - ¹⁹²² April 19. May 1. 10. 16. 19. 24.

Total No. of visits 6

Dates of Examination of principal parts - Cylinders

Covers Pistons Slides

Connecting rods Crank shaft Thrust shaft

Tunnel shafts Screw shaft Propeller

Stern tube Engine and boiler seatings Engines holding down bolts

Completion of pumping arrangements Boilers fixed Engines tried under steam

Completion of fitting sea connections Stern tube Screw shaft and propeller

Main boiler safety valves adjusted Thickness of adjusting washers

Material of Crank shaft Identification Mark on Do.

Material of Thrust shaft Identification Mark on Do.

Material of Tunnel shafts Identification Marks on Do.

Material of Screw shafts Identification Marks on Do.

Material of Steam Pipes Test pressure Date of Test

Is an installation fitted for burning oil fuel 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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.

The Machinery & Boiler of this vessel have been built in accordance with the Rules & approved boiler plan. They have at this time been examined and put in good working order. The Boiler was tested by hydraulic pressure to 270 lbs. and the Machinery was tried under full working conditions, and the Safety adjusted to 180 lbs. when the boiler was tight and everything was satisfactory in every way, and eligible in my opinion to be classed with record of Line 5.22. in the Register book.

The amount of Entry Fee ... £ : : When applied for, 24/5/22

See Secretary's letter of 4.5.22. ... £ 9 : 0 : When received, 20/5/22

Donkey Boiler Fee ... £ : : 20/5/22

Travelling Expenses (if any) £ : 14 : 20/5/22

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 26 MAY. 1922

Assigned

Line 5.22

CERTIFICATE WRITTEN



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