

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 8 JAN 1924

Date of writing Report 19 When handed in at Local Office 3<sup>rd</sup> Jan 1924 Port of London  
 No. in Survey held at Newbury Date, First Survey 14 May 1923 Last Survey 3<sup>rd</sup> January 1924  
 Reg. Book. ST on the Salvage Prince (Number of Visits 8)  
 Built at Selby By whom built Cochrane & Sons Yard No. 493 Tons Gross Net  
 Engines made at Newbury By whom made Plenty & Son Ltd Engine No. 2491 When built 1924  
 Boilers made at Newcastle By whom made Palmers SB & Co Boiler No. when made  
 Registered Horse Power Owners Helyar & Sons Salvage Co Ltd Port belonging to London.  
 Nom. Horse Power as per Rule 69 ✓ Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted -

**ENGINES, &c.**—Description of Engines Vertical Compound  
 Dia. of Cylinders 15" - 32" Length of Stroke 24" Revs. per minute ✓ No. of Cylinders 2 No. of Cranks 2  
 Dia. of Crank shaft journals as per rule 6.93 as fitted 7" Dia. of Crank pin 7" Crank webs Mid. length breadth 13" Thickness parallel to axis 4.3" shrunk  
 as fitted 7" Mid. length thickness 4.4" Thickness around eye-hole 2.8"  
 Diameter of Thrust shaft under collars as per rule 6.93 as fitted 7" Diameter of Tunnel shaft as per rule 6.6 as fitted 6.3" Diameter of Screw shaft as per rule 7.8 as fitted 7.8" 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 ✓  
 If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated No Length of Stern Bush 32" Diameter of Propeller 8'-3" square feet.  
 Pitch of Propeller 10'-9" No. of Blades 4 State whether Moveable yes Total Surface 25# square feet.  
 No. of Feed Pumps fitted to the Main Engines 1 Diameter of ditto 2 1/2" Stroke 12" Can one be overhauled while the other is at work ✓  
 No. of Bilge Pumps fitted to the Main Engines 1 Diameter of ditto 2 1/2" Stroke 12" Can one be overhauled while the other is at work ✓  
 Total number and size of power driven Feed and Bilge Auxiliary Pumps One duplex 7"-4 1/2" x 8"  
 No. and size of Pumps connected to the Main Bilge Line Ballast donkey + main engine bilge pump  
 No. and size of Ballast Pumps One duplex 6"-4" x 6" 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 connections to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2 @ 2" 1 @ 2" in tunnel and in Holds, &c. 1 @ 2" in each  
 No. and size of Main Water Circulating Pump Bilge Suctions One 3" dia No. and size of Donkey Pump Direct Suctions  
 to the Engine Room Bilges One 2 1/2" dia 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 ✓ 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 ✓  
 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 ✓  
 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 ✓ Is the Screw Shaft Tunnel watertight No tunnels Is it fitted with a watertight door ✓ worked from ✓

**MAIN BOILERS, &c.**—(Letter for record ✓) Total Heating Surface of Boilers 1411# Working Pressure 140 lbs ✓  
 Forced Draft fitted No No. and Description of Boilers 1 SB  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? No made at Newcastle  
 IS A DONKEY BOILER FITTED? ✓ 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) sent to Hull carriage Oil fuel Burning Piping Arrangements ✓  
 General Pumping Arrangements

**SPARE GEAR.** State the articles supplied:—  
 2 Propeller blades, 2 top, 2 bottom sud + 2 main bearing bolts, set of coupling bolts  
 valves for all pumps, bolts assorted etc. ✓

The foregoing is a correct description  
 P&F PRO. PLENTY & SON, LIMITED.  
 S. P. Plenty  
 MANAGING DIRECTOR.

Manufacturer.

009050-009057-0201



1923: - MAY 14. JUNE 6. 22 JULY 9. AUG 9. OCT 31. DEC 7 (1924) JAN 3

Dates of Survey while building  
 During progress of work in shops --  
 During erection on board vessel ---  
 Total No. of visits 8

Dates of Examination of principal parts - Cylinders 9.7.23 Slides 6.6.23  
 Covers 6.6.23 Pistons 6.6.23 Rods 9.7.23  
 Connecting rods 9.7.23 Crank shaft 12.5.23 Thrust shaft 22.6.23  
 Tunnel shafts 3.1.24 Screw shaft 6.6.23 Propeller 9.7.23  
 Stern tube 6.6.23 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 *Syot Steel* Identification Mark on Do. 659 12.5.23 AL (Manchester)  
 Material of Thrust shaft *do* Identification Mark on Do. 584 22.6.23 S  
 Material of Tunnel shafts *do* Identification Marks on Do. 582 7.12.23 S  
 Material of Screw shafts *do* Identification Marks on Do. 583 6.6.23 S  
 Material of Steam Pipes ✓ Test pressure ✓ Date of Test ✓  
 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 main engines of this vessel have been constructed under special survey, & the materials tested in accordance with the Rules. The workmanship is satisfactory.  
 The engines have now been forwarded to the shipyard of Messrs Cockrane & Sons at Selby where they will be installed by Messrs Plenty & Son Newbury under the inspection of the Society's Surveyors at Hull.  
 In my opinion the above engines are eligible for classification with record of + LMC (with date) when installed.

These engines now satisfactorily fitted on board. For completion please see Hull Report upon the case attached.  
*John Haddock*

Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

Engines made & installed by Messrs Plenty & Son, 3/5<sup>ths</sup> total fees = £11-11- + £3.9. = Due to be charged to the Credit London £7.14- + £3.9. Due and Hull with 1/5<sup>th</sup> 13.17.

The amount of Entry Fee, ... £	73 : 14 :	When applied for,
NAP 69 Total fee 2.5.22 3/5 <sup>ths</sup> LMC 73 : 17 :		54 JAN 1924
Special 17.5.17 1/5 <sup>th</sup> Hull 73 : 17 :		19
Donkey Boiler Fee ... £	:	When received,
Travelling Expenses (if any) £	3 : 9 :	1.11.1924

*E. J. Hoddart*

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 8 APR. 1924

Assigned



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