

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 MAY 1930

NEWCASTLE-ON-TYNE

Date of writing Report

19

When handed in at Local Office

6/5/1930 Port of

No. in  
Reg. Book.

Survey held at

Wallsend-on-Tyne

Date, First Survey

28 Jan 1930

Last Survey 28 April 1930

(Number of Visits 28.)

on the

New Steel S.S. Ottawalite

Built at

Middlesbrough

By whom built

Yarness Shipbuilding Co. Ltd.

Yard No. 173

Engines made at

Wallsend

By whom made

North Eastern M.E. Co. Ltd.

Engine No. 2750

Gross  
Tons

When built 1930

when made 1930

Boilers made at

Wallsend

By whom made

North Eastern M.E. Co. Ltd.

Boiler No. 2750

when made 1930

Registered Horse Power

106

Owners

Imperial Oil Co.

Port belonging to

Nom. Horse Power as per Rule

106

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Carrying Petroleum in Bulk. Great Lakes Service.

## ENGINES, &amp;c.—Description of Engines

Simple expansion

Revs. per minute

105

Dia. of Cylinders

13 1/2 x 22 x 3 1/2

Length of Stroke

27

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule

4 1/2

Crank pin dia.

4 3/8

Crank webs

Mid. length breadth 12 1/4

Mid. length thickness 4 5/8

shrink

Thickness parallel to axis 4 5/8

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust shaft, diameter at collars

as per Rule

as fitted

4 3/8

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

4 1/2

Is the

tube

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

5/8

Thickness between bushes

as per Rule

as fitted

1 1/2

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

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 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

3'-4"

Propeller, dia.

9'-10"

Pitch

9'-6"

No. of Blades

4

Material

Dumag

whether Movable

No

Total Developed Surface

37

sq. feet

Feed Pumps worked from the Main Engines, No.

Yes

Diameter

Yes

Stroke

Yes

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

Yes

Diameter

Yes

Stroke

Yes

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

2 @ 5' x 7' x 12'

Pumps connected to the

No. and size

1 @ 7' x 4 1/2' x 10', 1 @ 6' x 4' x 6'

How driven

Steam

How driven

Steam

Ballast Pumps, No. and size

1 @ 4' x 4 1/2' x 10"

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

None

Are two independent means arranged for circulating water through the

Oil Cooler

Yes

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

3 @ 2' x 2' x 2'

2 @ 2' x 2' x 2'

In Holds, &amp;c.

Carrying Petroleum in Bulk, 2 @ 3" in pump room.

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

1 @ 5"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1 @ 3"

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 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 de-p water line

Below

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

None

How are they protected

Yes

What pipes pass through the deep tanks

None

Have they been tested as per Rule

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 Shaft Tunnel watertight

None

Is it fitted with a watertight door

Yes

worked from

Yes

## MAIN BOILERS, &amp;c.—(Letter for record

P(11)

Total Heating Surface of Boilers

2028

Is Forced Draft fitted

No

No. and Description of Boilers

One single ended

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? Yes

## PLANS.

Are approved plans forwarded herewith for Shafting

No

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

Superheaters

Yes

General Pumping Arrangements

and

Oil fuel Burning Piping Arrangements

Yes

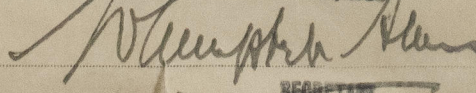
## SPARE GEAR.

State the articles supplied:—

one bronze propeller, 1 tail shaft, 1 set crosshead brasses with bolts & nuts. 1 set crank pin brasses with bolts & nuts. 2 main bearing bolts & nuts. 6 coupling bolts & nuts. 1 set pins for each piston 1 HP & 1 LP. 1 set spindle. 1 complete eccentric strap. 1 piston rod. 1 set main feed stop & check valve discs & seats. 1 set HP cylinder studs & nuts. Quantity assorted bolts nuts & iron. 1 set valves for feed pp, bilge pp & ballast pp.

The foregoing is a correct description.

THE NORTH EASTERN MARINE ENGINEERING CO., LTD.



SECRETARY

Manufacturer.



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Lloyd's Register  
Foundation

009131-009138-0056



4/85675-

1930  
Jan 28. Feb. 5. 13. 19. 25. 26. 27. 28. Mar. 7. 10. 13. 17. 20. 21. 24. 25. 26. 27. 28.  
Apr. 3. 8. 9. 11. 14. 15. 17. 24. 28.  
During progress of work in shops - -  
During erection on board vessel - - -  
Total No. of visits 28

Dates of Examination of principal parts—Cylinders 20-3-30 Slides 24-3-30 Covers 20-3-30  
Pistons 25-2-30 Piston Rods 24-2-30 Connecting rods 24-2-30  
Crank shaft 24-2-30 Thrust shaft 13-2-30 Intermediate shafts ✓  
Tube shaft ✓ Screw shaft 25-3-30 Propeller 24-3-30  
Stern tube 26-3-30 Engine and boiler seatings 31-3-30 (mho) Engines holding down bolts 11-4-30  
Completion of fitting sea connections 31-3-30 (mho) Boilers fixed 11-4-30 Engines tried under steam 24-4-30  
Completion of pumping arrangements 24-4-30 Thickness of adjusting washers F + A 13/30  
Main boiler safety valves adjusted 24-4-30 Crank shaft material O.H. Steel Identification Mark 2450 W.B. Thrust shaft material O.H. Steel Identification Mark 8609 W.B.  
Intermediate shafts, material hme Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓  
Screw shaft, material O.H. Steel Identification Mark 3016, 3194 W.B. Steam Pipes, material S.I. Steel Test pressure 540 lbs Date of Test 8-4-30  
Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150° F. yes  
Have the requirements of the Rules for carrying and burning oil fuel been complied with yes  
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 of this vessel has been built under Special Survey. Materials & workmanship good. Hydraulic tests satisfactory. The whole of the machinery is efficiently installed & fixed in place & has been tried under steam & is in good & safe working condition & eligible in my opinion to be classed & have record  
✱ L.M.C. 4-30. Tail shaft C.L. Fitted for oil fuel 4-30 Flash Point above 150° F.

It is submitted that this vessel is eligible for THE RECORD.  
+ L.M.C. 4-30 C.L.  
Fitted for oil fuel 4-30 Flash Point above 150° F.  
W.D. 8/5/30  
W.D.

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

The amount of Entry Fee ... £ 3 : 0 : 0 :  
Special ... £ 26 : 10 : 0 :  
Donkey Boiler Fee ... £ ✓ :  
Travelling Expenses (if any) £ ✓ :  
When applied for - 6 MAY 1930  
When received, 13/5/30

William Butler  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 13 MAY 1930

Assigned

+ L.M.C. 4-30 C.L.  
Fitted for oil fuel 4-30 Flash Point above 150° F.

CERTIFICATE WRITTEN:

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