

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

3 JUL 1926

Date of writing Report

19

When handed in at Local Office

July 5th 1926 Port of

NEWCASTLE ON TYNE

30 over.

No. in Survey held at
Reg. Book.

Newcastle-on-Tyne

Date, First Survey

February 1st

Last Survey

June 15th 1926.

(Number of Visits 22.)

38973 on the

STEEL SC. EWELL

Tons { Gross 1360
Net 1062

Built at Burntisland

By whom built Burntisland S.A. Co. Ltd.

Yard No. 138

When built 1916

Engines made at Newcastle

By whom made North Eastern Marine Eng. Co. Ltd.

Engine No. 2624

when made 1916

Boilers made at Newcastle

By whom made North Eastern Marine Eng. Co. Ltd.

Boiler No. 2624

when made 1916

Registered Horse Power

Owners The Wandsworth, Wimbledon & Epsom District Gas Co. Port belonging to London

Nom. Horse Power as per Rule

156

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 *Inverted triple expansion*

Revs. per minute

Dia. of Cylinders 17" 28" 46"

Length of Stroke 33"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 8.98"

Crank pin dia. 9 1/4"

Crank webs

Mid. length breadth 15"

shrunk

Thickness parallel to axis 5 3/4"

Intermediate Shafts, diameter

as per Rule 8.559"

as fitted 9"

Thrust shaft, diameter at collars

as per Rule 8.98"

as fitted 9 3/4"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 9.6"

as fitted 10 1/8"

Is the { tube } shaft fitted with a continuous liner {

Yes

Bronze Liners, thickness in way of bushes

as per Rule 55"

as fitted 19"

Thickness between bushes

as per Rule 19 1/4"

as fitted 32"

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

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 Oil Gland or other appliance fitted at the after

end of the tube shaft

Length of Bearing in Stern Bush next to and supporting propeller

48"

Propeller, dia. 12' 6"

Pitch 12' 6"

No. of Blades 4

Material

whether Movable

No.

Total Developed Surface

48

sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 2 1/2"

Stroke 16 1/2"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 2 1/2"

Stroke 16 1/2"

Can one be overhauled while the other is at work

Yes

Aux. Feed

No. and size One duplex 5" x 3 1/2" x 6"

Aux. Pumps connected to the

Main Bilge Line

No. and size One 10" x 11" x 10"

How driven

Steam

Ballast Pumps, No. and size

One 10" x 11" x 10"

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

None

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

Bilge Pumps;—In Engine and Boiler Room 2 Three 2 1/2" 2 1 - 3 1/2"

In Holds, &c. No. 1 Hold Two 2 1/2" No. 2 Hold Two 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 5"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 - 3 1/2" dia. see plan. 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 deep water line

Both

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

What pipes pass through the deep tanks

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

MAIN BOILERS, &c.—(Letter for record 5)

Total Heating Surface of Boilers 2738 sq. ft.

Is Forced Draft fitted

No.

No. and Description of Boilers One single. and cyl. multi.

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

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

(If not state date of approval)

Superheaters

Yes

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR. State the articles supplied:—

2 Bottom End Bolts + nuts; 2 Top End Bolts + nuts; 2 Main Bearing Bolts + nuts;

6 Coupling Bolts and nuts; Half set Coach springs for piston rings; 2 Feed pump valves; 2 Bilge pump valves

propeller; Assorted bolts, nuts plates bars.

The foregoing is a correct description,

THE NORTH EASTERN MARINE ENGINEERING CO., LTD.

Secretary.

Manufacturer.



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Lloyd's Register
Foundation

010246-010253-0142

1926: - Feb. 11. 17. 18. 22. Mar. 4. 9. 19. 22. 25. 26. Apr. 7. 13. 19.
 20. 21. 26. May. 3. 6. 11. June 10. 11. 15.
 & 30 see below

Dates of Survey while building }
 During progress of work in shops - - }
 During erection on board vessel - - - }
 Total No. of visits 22.

Dates of Examination of principal parts—Cylinders 22. 3. 26 Slides 19. 3. 26 Covers 22. 3. 26
 Pistons 26. 4. 26 Piston Rods 19. 3. 26 Connecting rods 19. 3. 26
 Crank shaft 22. 3. 26 Thrust shaft 11. 2. 26 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 22. 3. 26 + 21. 4. 26 Propeller 3. 5. 26
 Stern tube 11. 5. 26 AT BURNISLAND Engine and boiler seatings 20. 5. 26 AT BURNISLAND Engines holding down bolts 11. 6. 26
 Completion of pumping arrangements 30. 6. 26 Boilers fixed 11. 6. 26 Engines tried under steam 30. 6. 26
 Main boiler safety valves adjusted 30. 6. 26 Thickness of adjusting washers $P\frac{1}{16} \times 5\frac{1}{2}''$
 Crank shaft material S.M. Ingot Steel Identification Mark 7401 N. Thrust shaft material S.M. Ingot Steel Identification Mark 7401 N.
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark 11. 5. 26
 Screw shaft, material S.M. Ingot Steel Identification Mark 7401 N. Steam Pipes, material S.D. Steel Test pressure 540 lbs ✓ Date of Test 15. 6. 26
 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 machinery of this vessel has been constructed under special survey. The materials and workmanship are sound and good. It has been efficiently installed on board the vessel and tried out under steam at a morning trial. In my opinion this vessel is now eligible for notation in the Society's Register Book + L.M.C. 7. 26 C.L.

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 6. 26. CL.

[Signature]
 10/7/26

[Signature]
 R. E. Amess

Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 3 : - :
 Special ... £ 39 : - :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :

When applied for,

8 JULY 1926

When received,

16 July 1926

Committee's Minute

TUE. 13 JUL 1926

Assigned

+ LMC 6:26

C.L.

CERTIFICATE WRITTEN



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