

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office OCT 11 1938  
NEWCASTLE-ON-TYNE

Date of writing Report 19 When handed in at Local Office 7/10/38 Port of Wallsend

No. in Survey held at Wallsend Date, First Survey 22 Dec 1937 Last Survey 4 Oct. 1938  
Reg. Book. on the Steamer Master Elias Kulukundis (Number of Visits 75.)

Built at Sunderland By whom built Short Bros Yard No. 456 Tons { Gross Net }  
When built 1938

Engines made at Wallsend By whom made N. E. Marine Eng Co., Ltd. Engine No. 2914 When made 1938

Boilers made at Wallsend By whom made N. E. Marine Eng Co., Ltd. Boiler No. 2914 When made 1938

Registered Horse Power Owners Atlanticos S. S. Co. Ltd Port belonging to Siracus

Nom. Horse Power as per Rule 433 428 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes

Trade for which Vessel is intended

**ENGINES, &c.**—Description of Engines Triple Expansion Revs. per minute 74

Dia. of Cylinders 23 1/2" x 38" x 66" Length of Stroke 145 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.3" as fitted 13 3/4" Crank pin dia. 13 3/4" Crank webs Mid. length breadth 23" Thickness parallel to axis MP 8 3/4" HP 4 LP 8 3/8"  
as fitted 13 3/4" Mid. length thickness MP 8 3/4" HP 4 LP 8 3/8" Thickness around eye-hole P 6 7/8" J 7 3/8"

Intermediate Shafts, diameter as per Rule 12.67" as fitted 13" Thrust shaft, diameter at collars as per Rule 13.3" as fitted 13 3/4"

Tube Shafts, diameter as per Rule — as fitted — Screw Shaft, diameter as per Rule 14.17" as fitted 14.75" Is the { tube screw } shaft fitted with a continuous liner { Yes }

Bronze Liners, thickness in way of bushes as per Rule .73 as fitted 3/4" Thickness between bushes as per Rule .54" as fitted 5/8" 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 In one length  
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 fit full length

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 If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 59"

Propeller, dia. 17'-10 1/2" Pitch 18-0 in No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 117 sq. feet

Feed Pumps worked from the Main Engines, No. none Diameter — Stroke — Can one be overhauled while the other is at work —

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 2 1/4" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size two 9 1/2" x 7 x 2 1/2" one 9" x 6" x 10" Pumps connected to the { No. and size one 11" x 14" x 15" }  
How driven Steam Main Bilge Line How driven Steam

Ballast Pumps, No. and size one 11" x 14" x 15" Lubricating Oil Pumps, including Spare Pump, No. and size —

Are two independent means arranged for circulating water through the Oil Cooler — Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2 @ 3" Boiler Room 2 @ 3" Cofferdam 2 @ 2 1/2"

In Pump Room — In Holds, &c. Nº1 - 2 @ 3" Nº2 - 2 @ 3 1/2" Nº3 - 2 @ 3" Nº4 - 2 @ 3"  
Tunnel well 1 @ 2" Tunnel hat 1 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5" 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 above & 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 —

What pipes pass through the deep tanks Forward hold Bilge suction Have they been tested as per Rule —

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 upper deck level

**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers Main 4880 ft. Auxiliary 1400 ft. Total = 6280 ft.

Is Forced Draft fitted Yes No. and Description of Boilers Two main & auxiliary S.S. Boilers Working Pressure 220 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? —

Is the donkey boiler intended to be used for domestic purposes only —

**PLANS.** Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers —

Superheaters Yes (If not state date of approval) General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

### SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied 1 Propeller shaft. Spares for Poppet valves.

The foregoing is a correct description,  
THE NORTH EASTERN MARINE ENGINEERING CO. (1938) LTD.

John Neill

Manufacturer.

DIRECTOR & GENERAL MANAGER.



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Lloyd's Register  
Foundation

NOTE.—The words which do not apply should be deleted.

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During progress of work in shops -- 19. 23. June 7. 8. 9. 10. 15. 27. July 4. 14. 15. 18. 19. 20. 21. 22. 25. 27. 28. 29. Aug. 1. 5. 7. 8. 10.  
During erection on board vessel -- 11. 15. 18. 19. 22. 24. 25. 29. 30. 31. Sep. 1. 2. 5. 6. 7. 8. 9. 12. 13. 14. 15. 16. 19. 20. 23. 26. 28. Oct. 3. 4.  
Total No. of visits 75.

Dates of Examination of principal parts—Cylinders 3-8-38 Slides 10-8-38 Covers 3-8-38  
Pistons 15-8-38 Piston Rods 10-8-38 Connecting rods 15-8-38  
Crank shaft 4-7-38 Thrust shaft 25-7-38 Intermediate shafts 10-8-38  
Tube shaft — Screw shaft 10-8-38 Propeller 27-7-38  
Stern tube 27-7-38 Engine and boiler seatings 7-9-38 Engines holding down bolts 16-9-38  
Completion of fitting sea connections 24-8-38  
Completion of pumping arrangements 26-9-38 Boilers fixed 16-9-38 Engines tried under steam 23-9-38  
Main boiler safety valves adjusted 23-9-38 Thickness of adjusting washers P. P.  $\frac{1}{32}$ : S.  $\frac{1}{32}$ : S.P.  $\frac{1}{4}$ : BOILER. P.  $\frac{1}{4}$ : S.  $\frac{21}{64}$ : S. P.  $\frac{1}{32}$ : S.  $\frac{1}{32}$ : S.P.  $\frac{1}{4}$ "  
Crank shaft material Steel Identification Mark H.N.P. 4-7-38 Thrust shaft material Steel Identification Mark J.E.S. 25-7-38  
Intermediate shafts, material Steel Identification Marks J.E.S. 10-8-38 Tube shaft, material — Identification Mark —  
Screw shaft, material Steel Identification Mark J.E.S. 10-8-38 Steam Pipes, material S.D. Steel Test pressure 660 lbs Date of Test 15-9-38  
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 the use of oil as fuel been complied with Yes  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with Yes  
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with Yes  
Is this machinery duplicate of a previous case Yes If so, state name of vessel Yes

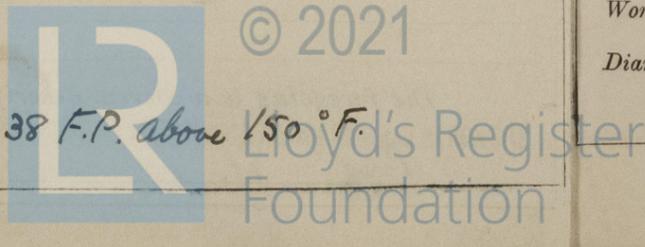
General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under Special Survey, in accordance with the Rules and approved plans, the materials and workmanship are good, it has been fitted on board in an efficient manner tried under working conditions and found satisfactory and is eligible in my opinion to be classed with record of + LMC 10-38. F.D: CL: 2 SB (Spt) Fitted for oil fuel 10-38, F.P. above 150°F.

The amount of Entry Fee ... £ 5 : 0 :  
Special ... £ 89 : 19 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 7 OCT 1938  
When received, 17/10/38

J. Seller  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 14 OCT 1938

Assigned + LMC 10.38 Fitted for Oil fuel 10.38 F.P. above 150°F.  
2 S.B. (Spt) F.D. C.L.  
1 Anc. S.B.



Newcastle-on-Tyne

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