

## 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 7/10/1938 Port of  
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  
Engines made at *Wallsend* By whom made *N. E. Marine Eng Co., Ltd.* Engine No. 2914 When built 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 45 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" & LP 8 3/8"*  
Intermediate Shafts, diameter as per Rule 12.67" as fitted 13" Thrust shaft, diameter at collars 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 7/32" as fitted 3/4" Thickness between bushes as per Rule 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 *Brass* 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 21. 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. N°1 — 2 @ 3" N°2 — 2 @ 3 1/2" N°3 — 2 @ 3" N°4 — 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 & 1 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 *✓* Main Boilers *Yes* Auxiliary Boilers *Yes* Donkey Boilers —  
(If not state date of approval) Superheaters *Yes* 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 &amp; GENERAL MANAGER.



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Lloyd's Register  
Foundation

011826-011833-0070



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

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

Committee's Minute FRI 14 OCT 1938

Assigned *+ R.C. 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.