

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

29 NOV 1924

Date of writing Report 24<sup>th</sup> Nov 1924 When handed in at Local Office 24<sup>th</sup> Nov 1924 Port of Sunderland  
 No. in Survey held at Sunderland Date, First Survey 6<sup>th</sup> May '24 Last Survey 21<sup>st</sup> Nov 1924  
 Reg. Book. on the New steel S.S. ROYAL MOOR (Number of Visits 28)  
 Built at Sunderland By whom built Messrs John Brown & Son Ltd Yard No. 146 Tons { Gross 1906.91  
 Engines made at Sunderland By whom made North Eastern Marine Eng. Co Engine No. 2565 when made 1924 Net 1089.44  
 Boilers made at Sunderland By whom made North Eastern Marine Eng. Co Boiler No. 2565 when made 1924 When built 1924  
 Registered Horse Power \_\_\_\_\_ Owners Woot Line Ltd Port belonging to Newcastle  
 Nom. Horse Power as per Rule 216 Managers Messrs Walter Runciman & Co Ltd Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Triple Expansion

Dia. of Cylinders 20 1/2 - 33 - 54 Length of Stroke 39 Revs. per minute 45 No. of Cylinders 3 No. of Cranks 3  
 Dia. of Crank shaft journals as per rule 10.833 as fitted 10.845 Dia. of Crank pin 10 1/8 Crank webs Mid. length breadth 15 1/8 Thickness parallel to axis 6 1/2  
 Diameter of Thrust shaft under collars as per rule 10.833 as fitted 10 1/8 Diameter of Tunnel shaft as per rule 10.38 as fitted 10 3/8 Diameter of Screw shaft as per rule 11.8 as fitted 11 3/8 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 \_\_\_\_\_ If the liner does not fit tightly at the part  
 between the bearings in the stern tube, is the space charged with 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 \_\_\_\_\_ Length of Stern Bush 4'-0" Diameter of Propeller 14'-6"  
 Pitch of Propeller 15'-3" No. of Blades 4 State whether Moveable Not moveable Total Surface 66 square feet.  
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3" Stroke 21" Can one be overhauled while the other is at work Yes  
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 3 1/2" Stroke 21" Can one be overhauled while the other is at work Yes  
 Total number and size of power driven Feed and Bilge Auxiliary Pumps One - 5 1/2" x 3 1/2" x 5"  
 No. and size of Pumps connected to the Main Bilge Line one Ballast Pump connected to main Bilge Line  
 No. and size of Ballast Pumps One - 7" x 9" x 9" 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 connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room 3 @ 2 1/2" and in Holds, &c. 4 in Hold 2 @ 3"  
 Aft. Hold 4 @ 2 1/4"

No. and size of Main Water Circulating Pump Bilge Suctions one - 5 1/2" No. and size of Donkey Pump Direct Suctions \_\_\_\_\_  
 to the Engine Room Bilges one @ 3 1/2" 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 - Main Injection Chest Tank Are they Valves or Cocks Both  
 Are they size sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Discharge Pipes above or below the deep water line Main Discharge below - other 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 Yes  
 What Pipes are carried through the bunkers Forward Hold Suctions How are they protected Timber Boards  
 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 Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Top platform

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 3594  
 Is Forced Draft fitted No No. and Description of Boilers Two cylindrical marine Type 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? \_\_\_\_\_

PLANS. Are approved plans forwarded herewith for Shafting \_\_\_\_\_ Main Boilers Yes Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
 (If not state date of approval) Yes Oil fuel Burning Piping Arrangements \_\_\_\_\_

SPARE GEAR. State the articles supplied:—  
 2 Connecting Rod Top end bolts and nuts ✓  
 2 Connecting Rod Bottom end bolts and nuts ✓  
 2 Main Bearing Bolts and nuts ✓  
 6 Coupling Bolts and Nuts. ✓  
 2 Feed Pump Valves ✓  
 2 Bilge Pump Valves ✓  
 1 Set of Air pump valves ✓  
 50 Assorted Bolts & nuts ✓  
 1/2 cwt. Iron Plate ✓  
 1/2 cwt. Iron Bars. ✓  
 1 Cast Iron Propeller. ✓

The foregoing is a correct description,

Manufacturer.

FOR THE NORTH EASTERN MARINE ENGINEERING CO. LD

C. F. Adams

Manager

011988-011944-0009



1924. May 6. 22 June 6. 20 July 7. 9. 12. 30 Aug 17. 14. 19. 26 Sep 23. 25 Oct 22. 23  
During progress of work in shops - - 24. 27. 28  
Dates of Survey while building  
During erection on board vessel - - Nov. 5. 7. 10. 11. 12. 15. 21.  
Total No. of visits 28

Dates of Examination of principal parts - Cylinders 1-8-24 Slides 22-9-24  
Covers 19-8-24 Pistons 26-8-24 Rods 26-8-24  
Connecting rods 19-8-24 Crank shaft 7-8-24 Thrust shaft 7-8-24  
Tunnel shafts 26-8-24 Screw shaft 23-10-24 Propeller 14-8-24  
Stern tube 22-10-24 Engine and boiler seatings 27-10-24 Engines holding down bolts 10-11-24  
Completion of pumping arrangements 12-11-24 Boilers fixed 11-11-24 Engines tried under steam 12-11-24  
Completion of fitting sea connections 27-10-24 Stern tube 5-11-24 Screw shaft and propeller 5-11-24  
Main boiler safety valves adjusted 12-11-24 Thickness of adjusting washers Port Bldg. 7/16" Star Bldg. 1/2" 7/16"  
Material of Crank shaft Ingot Steel Identification Mark on Do. LLOYDS No 6911 L.C.D. 26-8-24  
Material of Thrust shaft Ingot Steel Identification Mark on Do. L.C.D. 7-8-24  
Material of Tunnel shafts Ingot Steel Identification Marks on Do. LLOYDS No 6911 L.C.D. 26-8-24  
Material of Screw shafts Ingot Steel Identification Marks on Do. LLOYDS No 6911 L.C.D. 23-10-24  
Material of Steam Pipes has welded wrought iron Test pressure 600 lbs. Date of Test 7-10-24 and 10-11-24  
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 materials and workmanship are good.  
The machinery has been constructed under special survey  
and is eligible in my opinion for classification and the  
record of + L.M.C. 11-24

It is submitted that  
this vessel is eligible for  
THE RECORD. + L.M.C. 11. 24. C.L.

1/12/24

The amount of Entry Fee ... £ 4 : - :  
Special ... £ 54 : - :  
Donkey Boiler Fee ... £ - : - :  
Travelling Expenses (if any) £ - : - :  
When applied for, 27 NOV 1924  
When received, 1/12/24

Committee's Minute

Assigned

TUES. 2 DEC 1924

+ L.M.C. 11. 24.  
C.L.

Lloyd's Register of Shipping.



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Foundation