

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 29 NOV 1924

Date of writing Report 24th Nov 1924 When handed in at Local Office 24th Nov 1924 Port of Sunderland
 No. in Survey held at Sunderland Date, First Survey 6th May 1924 Last Survey 21st Nov 1924
 Reg. Book. on the new steel S.S. ROYALMOOR (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 7/8 Thickness parallel to axis 6 13/16
 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 7/8 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. Fore 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 and other Tanks 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 cent. Iron Plate ✓
 1/2 cent. Iron Bars. ✓
 1 Cent Iron Propeller. ✓

The foregoing is a correct description,

Manufacturer.

FOR THE NORTH EASTERN MARINE ENGINEERING CO. LD
 C. F. Adams, Registered Manager
 Foundation
 01988-01994-0009

If not, state whether, and what, one will be sent?

2 in 22 T

1924. May 6, 22 June 6, 7, 20 July 7, 9, 12, 30 Aug 17, 14, 19, 26 Sep 23, 25 Oct 22, 23

Dates of Survey while building

During progress of work in shops - - 24, 27, 28

During erection on board vessel - - - Nov. 5, 7, 10, 11, 2, 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 24-10-24 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 1 1/2" E. 7/16" Star 1 1/2" F. 7/16" A. 7/16"

Material of Crank shaft Ingot Steel Identification Mark on Do. LLOYDS No 6911 L.C.D 7-8-24 L.F Crank marked LLOYDS No 6911 G.A. 29-10-24

Material of Thrust shaft Ingot Steel Identification Mark on Do. LLOYDS No 6911 L.C.D 26-8-24

Material of Tunnel shafts Ingot Steel Identification Marks on Do. LLOYDS No 6911 L.C.D 23-10-24

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. CL.

[Signature]
11/12/24

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.

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

Committee's Minute TUES. 2 DEC 1924
Assigned + L.M.C 11.24
C.L.

CERTIFICATE WRITTEN



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SUNDERLAND

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