

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

14 DEC 1927
 Date of writing Report 19 When handed in at Local Office 14 DEC 1927 Port of London
 No. in Survey held at Newbury Date, First Survey May 23rd Last Survey 6th Dec 1927
 Reg. Book. on the
 Built at Goole By whom built Jess. & Coole Ship. & Rep. Co. Yard No. 278 Tons { Gross
 Engines made at Newbury By whom made Jess. & Coole Ship. & Rep. Co. Engine No. 2575 When built { Net
 Boilers made at Jarrow-on-Tyne By whom made Jess. & Coole Ship. & Rep. Co. Boiler No. when made
 INDICATED Horse Power 550 Owners Port belonging to
 Nom. Horse Power as per Rule 97 9/8 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Twin Triple Expansion Surface Condensing Revs. per minute 125
 Dia. of Cylinders 9 x 15 x 25 Length of Stroke 23 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 5.42 Crank pin dia. 5 9/16 Crank webs Mid. length breadth 10 1/2 Thickness parallel to axis 3 1/2
 as fitted 5 9/16 Mid. length thickness 3 1/2 Thickness around eye-hole 2 3/8
 Intermediate Shafts, diameter as per Rule 5.167 Thrust shaft, diameter at collars as per Rule 5.42
 as fitted 5 9/16 as fitted 5 9/16
 Tube Shafts, diameter as per Rule 5.74 Screw Shaft, diameter as per Rule 6 1/8 Is the tube shaft fitted with a continuous liner { Yes
 as fitted 5.74 as fitted 6 1/8 as fitted 35
 Bronze Liners, thickness in way of bushes as per Rule 4.6843 Thickness between bushes as per Rule 3.75 Is the after end of the liner made watertight in the
 as fitted 4.6875 as fitted 3.75 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 Yes
 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 Yes
 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 Length of Bearing in Stern Bush next to and supporting propeller 36
 Propeller, dia. 7 ft. Pitch 10 ft. No. of Blades 4 Material Brass whether Moveable Yes Total Developed Surface 20 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Dia. 2 1/4 Stroke 11 1/2 Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Dia. 2 1/4 Stroke 11 1/2 Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size One 4 1/2 x 3 x 6 Pumps connected to the { No. and size 2 - 8 x 6 x 10 and 5 1/4 x 3 1/2 x 6
 How driven Steam Engine Main Bilge Line How driven Steam Engines
 Ballast Pumps, No. and size 2 - 8 x 6 x 10 and 5 1/4 x 3 1/2 x 6 Lubricating Oil Pumps, including Spare Pump, No. and size 1
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 3 @ 2 1/4"
 in Holds, &c. Apr. Hold 3 @ 2" F. Hold 2 @ 2 3/4" Tunnel hold 1 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 5" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 3 @ 2 1/4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 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
 Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
 That Pipes pass through the bunks How are they protected
 That pipes pass through the deep tanks 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
 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 1890 sq. ft.
 Forced Draft fitted No. No. and Description of Boilers One Multitubular Working Pressure 200 lbs. sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED?
 IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

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

SPARE GEAR. State the articles supplied:—

As per attached List.

The foregoing is a correct description,

FOR AND ON BEHALF OF

PLENTY & SON, LIMITED.

Manufacturer.

SECRETARY.



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Foundation

012508 - 012513 - 0100

May 23. Aug. 16. Oct 17. 27 Dec 6. 1927

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 5 (On Ships)

Dates of Examination of principal parts—Cylinders 23-5-27 ; 17-10-27 Slides 6-12-27 Covers 6-12-27

Pistons 27-10-27 ; 6-12-27 Piston Rods 27-10-27 ; 6-12-27 Connecting rods 27-10-27 ; 6-12-27

Crank shafts 16-8-27 ; 6-12-27 Thrust shafts 17-10-27 Intermediate shafts 17-10-27

Tube shaft ✓ Screw shafts 27-10-27 Propellers 27-10-27

Stern tube 27-10-27 Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Crank shafts material Steel Identification Mark 1105257A EE224 Thrust shaft material Steel Identification Mark 167110525 17-10-27

Intermediate shafts material Steel Identification Marks 1616 1614 1615 1615A Tube shaft material ✓ Identification Mark

Screw shafts material Steel Identification Mark 1612 1612 1612 Steam Pipes material Test pressure Date of Test

Is an installation fitted for burning oil fuel 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.)

This Machinery which has been constructed to approved plans and under Rule requirements has been despatched to the Hull District for installation aboard.

The Workmanship and Materials, so far as can be seen, are good and, in my opinion, the Machinery is eligible for Classification and record of + L.M.C. (with date) when it is installed on board the vessel and examined under working conditions under the supervision of the Society's Surveyors.

The amount of Entry Fee 2.5.0 £ 15 : 15

Special ... 26.5.0 £

Donkey Boiler Fee ...

Travelling Expenses (if any) £ 3-8-11

When applied for, 14 DEC 1927

When received, 20-12-1927

Free to Hull G.H.

Richard L. Palmer

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 9 MAR 1928

Assigned

See Hull. Pl. Pt. No 38753



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