

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

25 SEP 1926

Date of writing Report

19

When handed in at Local Office

24/9/1926 Port of

NEWCASTLE-ON-TYNE.

No. in Survey held at
Reg. Book.

Newcastle-on-Tyne

Date, First Survey

22nd March

Last Survey

16th Sept

19 26

(Number of Visits)

on the

New Steel S.S. Greathope

Tons { Gross
Net

Built at

Burntisland

By whom built

Burntisland Shipb. Co. Ltd.

Yard No.

137

When built

1926

Engines made at

Newcastle

By whom made

North Eastern Mar. Eng. Co. Ltd.

Engine No.

2622

when made

1926

Boilers made at

Newcastle

By whom made

North Eastern Mar. Eng. Co. Ltd.

Boiler No.

2622

when made

1926

Registered Horse Power

✓

Owners

Newbiggin Steam Shipping Co. Ltd.

Port belonging to

Nom. Horse Power as per Rule

300

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Ocean. going

ENGINES, &c.—Description of Engines

Inverted Triple Expansion

Revs. per minute 77

Dia. of Cylinders

22¹/₂"-37"-61"

Length of Stroke

42"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 11.744"

as fitted 12³/₈"

Crank pin dia.

12³/₈"

Crank webs

Mid. length breadth 20³/₄"Mid. length thickness 7³/₈"

shrunk

Thickness parallel to axis 7³/₈"Thickness around eye-hole 6⁵/₈"

Intermediate Shafts, diameter

as per Rule 11.185"

as fitted 11³/₈"

Thrust shaft, diameter at collars

as per Rule 11.744"

as fitted 12³/₈"

Tube Shafts, diameter

as per Rule 11.744"

as fitted 11³/₈"

Screw Shaft, diameter

as per Rule 11.97"

as fitted 13"

Is the

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 11.744"

as fitted 11³/₈"

Thickness between bushes

as per Rule 11.744"

as fitted 11³/₈"

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

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

Propeller, dia.

15'3"

Pitch

16'0"

No. of Blades

4

Material

Cast Iron

whether Moveable

No

Feed Pumps worked from the Main Engines, No.

2

Diameter

3¹/₂"

Stroke

21"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

3¹/₂"

Stroke

21"

Can one be overhauled while the other is at work

Yes

Feed Pumps { No. and size

One 8¹/₂" x 6" x 18"One 4¹/₂" x 2¹/₂" x 4"

Pumps connected to the

Main Bilge Line

No. and size

Two 8" x 10" x 10"

How driven

Steam

Ballast Pumps, No. and size

Two 8" x 10" x 10"

Lubricating Oil Pumps, including Spare Pump, No. and size

none

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 @ 9¹/₂" dia

In Holds, &c.

3 @ 3" dia aft hold, 2 @ 3" dia fwd hold

Main Water Circulating Pump Direct Bilge Suctions, No. and size

One 8"

No. and size

One 4"

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

Both

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

Bilge pipes

What pipes pass through the deep tanks

None

How are they protected

Wood casings

Have they been tested as per Rule

Yes

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

Is the Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

worked from

top platform

MAIN BOILERS, &c.—(Letter for record

5)

Total Heating Surface of Boilers

5210 sq. ft.

Is Forced Draft fitted

No

No. and Description of Boilers

Two single ended

Working Pressure

180 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

Yes

PLANS. Are approved plans forwarded herewith for Shafting

Yes

(If not state date of approval)

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

Superheaters

Standard

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

Two each bolts & nuts for top & bottom ends and

main bearings, one set coupling bolts, one set feed shaft

pump valves, 2 safety

valve springs, several Condenser tubes, ferrules & boiler tubes

Quantity of assorted

bolts nuts & rivets.

The foregoing is a correct description,

THE NORTH EASTERN MARINE ENGINEERING CO. LTD.

Secretary.

Manufacturer.



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Lloyd's Register
Foundation

012549-012552-0049

25008

1926
During progress of work in shops - -
Mar 22. 30. Apr 23. May 3. 7. 10. 14. 25. 26. 27. 31. June 3. 4. 10. 15. 21. July 1. 2. 5. 8. 14. 21. 22
26. Aug. 4. 6. 10. 11. 12. 13. 23. 25. 27. Sept. 1. 2. 6. 9. 13. 14. 16.
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 40.

Dates of Examination of principal parts—Cylinders 26-4-26 Slides 6-8-26 Covers 26-4-26
Pistons 21-6-26 Piston Rods 21-6-26 Connecting rods 15-6-26
Crank shaft 10-6-26 Thrust shaft 26-5-26 Intermediate shafts 2-4-26
Tube shaft 5-4-26 Screw shaft 21-4-26 Propeller 21-4-26
Stern tube 5-4-26 Engine and boiler seatings 13-9-26 Engines holding down bolts 6-9-26
Completion of pumping arrangements 13-9-26 Boilers fixed 9-9-26 Engines tried under steam 13-9-26
Main boiler safety valves adjusted 13-9-26 Thickness of adjusting washers P.B. P+S 1/16 S.B. P 1 3/32 S 3/8 Superheater P+S 1/16
Crank shaft material Ingot Steel Identification Mark 6637 R.L.A. Thrust shaft material Steel Identification Mark 1054 R.L.A.
Intermediate shafts, material Steel Identification Marks 6481, 6653, 6651, 1056 all stamped R.L.A. Tube shaft, material Steel Identification Mark
Screw shaft, material Steel Identification Mark 1434 R.L.A. Steam Pipes, material Steel Test pressure 540 Date of Test 22-4-26
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 Machinery of this vessel has been built under Special Survey Materials & Workmanship good. Hydraulic tests satisfactory. The machinery is satisfactorily installed & fixed in the vessel and has been tried under steam and is in good & safe working condition and eligible in my opinion to be classed and have records + LMC 9-26. Tail Shaft continuous lines. Electric Light in the Register Books.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 9. 26. CL.

W.D.
28/9/26.

The amount of Entry Fee ... £ 5 : 0 : 0
Special ... £ 40 : 6 : 0
Donkey Boiler Fee ... £ ✓ :
Travelling Expenses (if any) £ ✓ :
When applied for 24. SEP 1926
When received, 23. 10. 26

William Dukes & R. L. Annear (per W.D.)
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 28 SEP 1926
Assigned -/- Lmc 9. 26
CL