

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 23 JUN 1926

Date of writing Report 18-6-1926 When handed in at Local Office 21-6-1926 Port of *Middlesbrough*

No. in Survey held at *Stockton* Date, First Survey 19 April Last Survey 21-6-1926

Reg. Book. on the *S/S "C. C. Mengel Jr."* (Number of Visits 9)

Built at *Chester* By whom built *Messrs J. Crichton & Co* Yard No. *430* Tons { Gross
Net
When built *1926*

Engines made at *Stockton* By whom made *Harker & Sons* Engine No. *264* when made *1926*

Boilers made at *Stockton* By whom made *Messrs Riley & Co Ltd* Boiler No. *5669* when made *1926*

Registered Horse Power *21* Owners *J. J. & W. J.* Port belonging to *J. J. & W. J.*

Nom. Horse Power as per Rule *21* Is Refrigerating Machinery fitted for cargo purposes *Is Electric Light fitted*

Trade for which Vessel is intended *J. J. & W. J.*

ENGINES, &c.—Description of Engines *Compound* Revs. per minute *190*

Dia. of Cylinders *10" & 20"* Length of Stroke *14"* No. of Cylinders *2* No. of Cranks *2*

Crank shaft, dia. of journals as per Rule *4.05"* Crank pin dia. *4.375"* Crank webs Mid. length breadth *5 3/8" x 2 1/4"* Thickness parallel to axis
as fitted *4.375"* Mid. length thickness *shrunk* Thickness around eye-hole

Intermediate Shafts, diameter as per Rule *3.86"* Thrust shaft, diameter at collars as per Rule *4.05"*
as fitted *4.125"* as fitted *4.375"*

Tube Shafts, diameter as per Rule *4.37"* Screw Shaft, diameter as per Rule *4.56"* Is the { tube } shaft fitted with a continuous liner { *40"*
as fitted *4.375"* as fitted *4.56"* as fitted { screw }

Bronze Liners, thickness in way of bushes as per Rule *Is the after end of the liner made watertight in the*
as fitted *Thickness between bushes as fitted*

Propeller boss *No liner* If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner *✓*

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 *✓*

If two liners are fitted, is the shaft lapped or protected between the liners *✓* Is an approved Oil Gland or other appliance fitted at the after
end of the tube shaft *✓*

Propeller, dia. *4'-3"* Pitch *5'-6"* No. of Blades *4* Material *CI* whether Moveable *40"* Total Developed Surface *9 1/2* sq. feet

Feed Pumps worked from the Main Engines, No. *1* Diameter *2"* Stroke *7"* Can one be overhauled while the other is at work *✓*

Bilge Pumps worked from the Main Engines, No. *1* Diameter *2"* Stroke *7"* Can one be overhauled while the other is at work *✓*

Feed Pumps { No. and size *(1) Duplex 4 1/2" x 2 3/4" x 4"* Pumps connected to the { No. and size *(1) Duplex 4 1/2" x 2 3/4" x 4"*
How driven *Steam* Main Bilge Line How driven *Steam*

Ballast Pumps, No. and size *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

Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size *Independent Power Pump Direct Suctions to the Engine Room Bilges,*
No. and size *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*

What Pipes pass through the bunkers *How are they protected*

What 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 *S*) Total Heating Surface of Boiler *440* *sq. ft.*

Forced Draft fitted *40* No. and Description of Boilers *One Horizontal (L.P.F.)* Working Pressure *130 lbs*

IS A REPORT ON MAIN BOILERS NOW FORWARDED? *YES*

IS A DONKEY BOILER FITTED? *40* If so, is a report now forwarded? *✓*

PLANS. Are approved plans forwarded herewith for Shafting *E 28/4/26* Main Boilers *40* Auxiliary Boilers *none* Donkey Boilers *✓*
(If not state date of approval)

Superheaters *✓* General Pumping Arrangements *Oil fuel Burning Piping Arrangements* *✓*

SPARE GEAR. State the articles supplied:— *One propeller. 2 top end bolts & nuts.*
2 bottom end bolts and nuts. 2 main bearing bolts & nuts.
1 set of coupling bolts. one set of feed pump valves. one
set of bilge pump valves. one set of air pump valves. one
set of circulating pump valves. Bolts & nuts. Iron of various sizes

The foregoing is a correct description,

C. Harker. p.p. Harker & Sons.

Manufacturer.



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Lloyd's Register
Foundation

W1104-0414

1926.
Apr. 19. 21. 27. May 4. 17. 28. Jun 2. 9. 21

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders 27-4-26 Slides 28-5-26 Covers 19-4-26

Pistons 4-5-26 Piston Rods 17-5-26 Connecting rods 17-5-26

Crank shaft 27-4-26 Thrust shaft 4-5-26 Intermediate shafts 28-5-26

Tube shaft ✓ Screw shaft 28-5-26 Propeller 28-5-26

Stern tube 2-6-26 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 shaft material S.M. Ingot Steel

Identification Mark 7416.27/4/26.V.H.R.

Thrust shaft material S.M.I.S

Identification Mark 40125

Intermediate shafts, material S.M.I.S

Identification Marks MCKLWHR28/5/26

Tube shaft, material ✓

Identification Mark ✓

Screw shaft, material S.M.I.S

Identification Mark MCKLWHR

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 Yes If so, state name of vessel "Rosie" No 31705 in R.B. our Reg. (485)

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed under Special Survey in accordance with Sec Letter E 28-4-26 & Rules of this Society. the materials and workmanship are good, is being dispatched to the Shipbuilders for installing, it will be eligible for + LMC with date when same & boiler have been properly fitted and secured to place on board, sea connections. stern tube, screw & intermediate shafting fitted, pipes tested as required by the Rules & connected to place. Safety Valve easing gear fitted. Safety valves adjusted to working pressure and tested for accumulation. working condition of main & aux machinery tried under steam. Spare Gear to Supply—: a quantity of assorted bolts & nuts and iron of various sizes. For Boiler see Mdb Report No-12691.

The amount of Entry Fee ... £ 2 : - : -

Special ... £ 7 : 16 : -

Donkey Boiler Fee ... £ 3 : - : -

Travelling Expenses (if any) £ : : -

When applied for,

When received,

For Ltr to Liv. 12/7/26

W.A. Roberts

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

LIVERPOOL

-6 AUG. 1926

Assigned

See Liv. Machin rpt



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