

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

27 MAR 1925

Date of writing Report 19 When handed in at Local Office 26/3/19 25 Port of Newcastle-on-Tyne  
 No. in Survey held at Newcastle-on-Tyne Date, First Survey 11 Aug/1924 Last Survey 25 March 1925  
 Reg. Book. 91253 on the WEST WALES (Number of Visits 38)  
 Built at Newcastle By whom built W.D. Brown & Co. Yard No. 224 Tons Gross 4340 Net 2665  
 Engines made at Newcastle By whom made North Eastern Marine Eng. Co. Ltd Engine No. 2590 when made 1925  
 Boilers made at Newcastle By whom made North Eastern Marine Eng. Co. Ltd Boiler No. 2590 when made 1925  
 Registered Horse Power Owners Gitts & Co. Port belonging to Cardiff  
 Nom. Horse Power as per Rule 490 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

**ENGINES, &c.**—Description of Engines *Inverted Triple Expansion*  
 Dia. of Cylinders 27-45-75" Length of Stroke 48" Revs. per minute No. of Cylinders 3 No. of Cranks 3  
 Dia. of Crank shaft journals as per rule 13.91" as fitted 14 1/2" Dia. of Crank pin 1 1/4" Crank webs Mid. length breadth 2 1/4" Thickness parallel to axis 9" shrunk Thickness around eye-hole 7 1/2"  
 Diameter of Thrust shaft under collars as per rule 13.91" as fitted 14 1/2" Diameter of Tunnel shaft as per rule 13.25" as fitted 13 1/2" Diameter of Screw shaft as per rule 14.78" as fitted 15 1/2" 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 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 appliance fitted at the after end of the shaft to permit of its being efficiently lubricated Length of Stern Bush 66" Diameter of Propeller 17'9"  
 Pitch of Propeller 17'0" No. of Blades 4 State whether Moveable No Total Surface 100 square feet.  
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 4" Stroke 26" Can one be overhauled while the other is at work Yes  
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 4 1/2" Stroke 26" Can one be overhauled while the other is at work Yes  
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 Feed 7"x5"x8" Ballast 8"x10"x10"  
 No. and size of Pumps connected to the Main Bilge Line Two Main Engine Rams + Ballast pump  
 No. and size of Ballast Pumps One 8"x10"x10" No. and size of Lubricating Oil Pumps, including Spare Pump None  
 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 Three 2 1/2" and in Holds, &c. No. 1 Hold 2-2 3/4" Cross Bunkers 2-3 1/2"  
 Aft. Main Hold 2-2 3/4" Aft. Hold 2-2 3/4" Tunnel Well Suction 1-2 1/4"  
 No. and size of Main Water Circulating Pump Bilge Suctions One 9" No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges One 4 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 Are they 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 Discharge Pipes above or below the deep water line 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 Bilge Suctions How are they protected Wood-covered 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 Yes Is the Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Upper deck

**MAIN BOILERS, &c.**—(Letter for record 5) Total Heating Surface of Boilers 8460 sq ft  
 For ced Draft fitted No. No. and Description of Boilers 3 S.E. Cyl. 358" Working Pressure 180 lbs.  
**IS A REPORT ON MAIN BOILERS NOW FORWARDED?** Yes  
**IS A DONKEY BOILER FITTED?** Yes If so, is a report now forwarded? Yes  
**PLANS.** Are approved plans forwarded herewith for Shafting Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes  
 (If not state date of approval) Oil fuel Burning Piping Arrangements

**SPARE GEAR.** State the articles supplied:—One Propeller Shaft, Cast Iron Propeller, Two Bottom End Bolts + Nuts, Two Top end Bolts + Nuts, Two Main Bearing Bolts + Nuts, Six Coupling Bolts, Two Feed pump valves, Two Bilge Pump valves, Three Main check valve lids, Three Auxiliary check valve lids, Six Condenser tubes + 50 Ferrules, Six Main bolts, Two safety valve springs, Set of Air pump valves, Set Auxiliary Feed pump valves, Set Ballast Pump valves, Twelve Piston Bolts, Assorted Bolts, Nuts + Iron.

The foregoing is a correct description

THE NORTH EASTERN MARINE ENGINEERING CO., LTD.

J. Harrison Secretary.

Manufacturers



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If not, state whether, and when, one will be sent? Is a Report also sent on the Hull of the Ship?

1924 Aug. 11. 22. 27 Sept. 3. 15. 17 Oct. 1. 7. 10. 13. 15. 27 Nov. 3. 10. 14. 17. 18. 27 Dec. 1. 2. 4.  
 1925 10. 12. 19. 23. Jan. 12. 13. 16. 20. 21. 26. 27. 28. 29. Feb. 2. 11. Mar. 5. 25.

Dates of Survey while building  
 During progress of work in shops ---  
 During erection on board vessel ---  
 Total No. of visits

38.

Dates of Examination of principal parts - Cylinders	10. 11. 24	Slides	3. 9. 24
Covers	10. 11. 24	Pistons	17. 11. 24
Connecting rods	14. 11. 24	Crank shaft	10. 10. 24
Tunnel shafts	15. 9. 24	Screw shaft	1. 12. 24
Stern tube	7. 12. 24	Engine and boiler seatings	24. 12. 24
Completion of pumping arrangements	11. 2. 25	Boilers fixed	26. 1. 25
Completion of fitting sea connections	24. 12. 24	Stern tube	24. 12. 24
Main boiler safety valves adjusted	11. 2. 25	Thickness of adjusting washers	Pat. Riv. 1 1/4" S 1/2" gal 1/2" Centre Riv. 1 1/2" S 1/2" gal 1/2" Star Riv. 1 1/2" S 1/2" gal 1/2"
Material of Crank shaft	S. M. Steel	Engines holding down bolts	26. 1. 25
Material of Thrust shaft	S. M. Steel	Engines tried under steam	11. 2. 25
Material of Tunnel shafts	S. M. Steel	Screw shaft and propeller	20. 1. 25
Material of Screw shafts	S. M. Steel	Identification Mark on Do.	6967N
Material of Steam Pipes	S. D. Steel ✓	Identification Mark on Do.	6967N
Is an installation fitted for burning oil fuel	No. ✓	Identification Marks on Do.	6967N
Have the requirements of the Rules for carrying and burning oil fuel been complied with	Yes ✓	Identification Marks on Do.	6967N.
Is this machinery duplicate of a previous case	No. ✓	Test pressure	540 lbs ✓
General Remarks	Date of Test 15 <sup>th</sup> Feb. 1925		

The machinery of this vessel has been constructed under special survey. The materials and workmanship are sound and good. The main and auxiliary engines were efficiently installed on the vessel & were tried out under steam with satisfactory results at a mooring trial.  
 In my opinion this vessel is now eligible for notation in the Society's Register.  
 Book 4-L.M.C. 3. 25 C.L.

It is submitted that this vessel is eligible for THE RECORD. + LMC 3. 25. CL.

*Handwritten signature*  
 27/3/25

*Handwritten signature*  
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ...	£ 5 : -	When applied for,
Special ...	£ 98 : 10	19/3/1925
Donkey Boiler Fee ...	£ :	When received,
Travelling Expenses (if any) £	:	26/3/1925

Committee's Minute  
 Assigned + LMC 3. 25 CL

TUES. 31 MAR 1925



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