

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19 When handed in at Local Office 7.10.24 19 Port of Middlesbrough
 No. in Survey held at Stockton-on-Tees Date, First Survey 6th May Last Survey 30th Sep 1924
 Reg. Book. on the Steel screw steamer REEDPOOL (Number of Visits 5)
 Built at Stockton By whom built Messrs Ropner S.B. & Co. Ltd Yard No. 345
 Engines made at Stockton By whom made Messrs Blair & Co. Ltd Engine No. 1956
 Boilers made at Stockton By whom made Messrs Blair & Co. Ltd Boiler No. 1956
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule 437 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

ENGINES, &c.—Description of Engines Triple Expansion
 Dia. of Cylinders 26-43-71 Length of Stroke 48 Revs. per minute No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 13.7 as fitted 14.5 Dia. of Crank pin 14 3/4 Crank webs Mid. length breadth 24" Mid. length thickness 9 1/2" Thickness parallel to axis 9 1/2" Thickness around eye-hole 6 3/4"
 Diameter of Thrust shaft under collars as per rule 13.7 as fitted 14 3/4 Diameter of Tunnel shaft as per rule 13.046 as fitted 13 3/4 Diameter of Screw shaft as per rule 14.71 as fitted 15 1/8 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 in one length yes 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 tight fit
 If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated no Length of Stern Bush 5'-4" Diameter of Propeller 18'-0" square feet
 Pitch of Propeller 17'-6" No. of Blades 4 State whether Moveable no Total Surface 100 sq. feet
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3 1/2" Stroke 34" Can one be overhauled while the other is at work yes
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 5" Stroke 34" Can one be overhauled while the other is at work yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 @ 10"x11"x10" + 7"x5"x8"
 No. and size of Pumps connected to the Main Bilge Line 1 @ 10"x11"x10"
 No. and size of Ballast Pumps 1 @ 10"x11"x10" No. and size of Lubricating Oil Pumps, including Spare Pump none
 Are two independent means arranged for circulating water through the Oil Cooler yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3 @ 3" + 1 @ 3 1/2" in dry DB tank and in Holds, &c. 2 @ 3" in nos 1-3 + 4 holds
 2 @ 3 1/2" in no 2 hold: 1 @ 2 1/2" Tunnel well
 No. and size of Main Water Circulating Pump Bilge Suctions 1 @ 7" No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges 1 @ 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 Suctions to forward holds How are they protected wood ceiling
 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 see hull aft Is it fitted with a watertight door yes worked from top platform

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 7526 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers 3 Single ended Working Pressure 180 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED?
 IS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes
 PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers — Donkey Boilers yes
 (If not state date of approval) Return for duplicate Boilers
 General Pumping Arrangements yes Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—Two each of connecting and top-end, bottom-end and main bearing bolts and nuts. One set of coupling bolts and nuts. One set each of feed, bilge & air-pump valves. One set each of Ramsbottom rings for HP & MP pistons. Assorted bolts & nuts. Iron of various sizes. 2 check valves each for main & donkey feed. One cast-iron propeller. One tail end shaft.
 2 safety valve springs & minor details

1924 May 6 8 12 14 16 20 22 26 29 June 3 5 12 14 16 18 24 26 30 July 4 7 10 14 16 18 22 24 26 29 31
 During progress of work in shops - - -
 During erection on board vessel - - -
 Total No. of visits 51

Dates of Examination of principal parts—Cylinders 30.6.24 Slides 14.7.24
 Covers 30.6.24 Pistons 14.7.24 Rods 30.6.24
 Connecting rods 30.6.24 Crank shaft 10.7.24 Thrust shaft 4.7.24
 Tunnel shafts 5.6.24 to 4.7.24 Screw shaft 15.8.24 Propeller Bronz 5.9.24; C.I. 15.8.24
 Stern tube 25.5.24 Engine and boiler seatings 15.8.24 Engines holding down bolts 17.9.24
 Completion of pumping arrangements 24.9.24 Boilers fixed 24.9.24 Engines tried under steam 24.9.24
 Completion of fitting sea connections 15.8.24 Stern tube 25.8.24 Screw shaft and propeller 10.9.24
 Main boiler safety valves adjusted 24.9.24 Thickness of adjusting washers P Blr P- $\frac{1}{2}$ S- $\frac{3}{8}$ Cent Blr P- $\frac{1}{2}$ S- $\frac{3}{8}$ S- $\frac{5}{16}$
 Material of Crank shaft Dyest steel Identification Mark on Do. 6888-N
 Material of Thrust shaft Dyest steel Identification Mark on Do. 6888-N
 Material of Tunnel shafts Dyest steel Identification Marks on Do. 6888-N
 Material of Screw shafts W. Iron Identification Marks on Do. 7382
 Material of Steam Pipes Lap welded steel Test pressure 540 lbs Date of Test Gls - 15.7.24
 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 machinery of this vessel has been built under Special Survey. The materials and workmanship are sound and good. The boilers were tested by hydraulic pressure and the engines and boilers examined under steam and all found satisfactory.
 The machinery is now in a good and safe working condition and renders the vessel eligible in my opinion to have the notation of \otimes L.M.C-9.24 in the Register Book

Note:- This vessel is fitted with Electric Light & Wireless

It is submitted that this vessel is eligible for THE RECORD. + LMC 9.24. CL

W.D. Cus
 6/10/24

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

The amount of Entry Fee ... £ 5-0-0 When applied for,
 Special ... £ 90-11-0 3.10.1924
 Donkey Boiler Fee ... £ ✓ When received,
 Travelling Expenses (if any) £ ✓ 7.10.24

Committee's Minute TUES. 7 OCT 24
 Assigned + Lmb 9.24

Wm Morrison
 Engineer Surveyor to Lloyd's Register of Shipping.