

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 When handed in at Local Office 16.8.29 Port of Newcastle-on-Tyne

No. in Survey held at Reg. Book. 1000 Date, First Survey 6. Feb Last Survey 15. Aug 1929

on the New Steel S.S. Anglo-Saxon

Built at Sunderland By whom built Short Bros Ltd. Yard No. 434 Tons { Gross Net } When built 1929

Engines made at Wallsend By whom made North Eastern Marine & Co. Ltd. Engine No. 2694 when made 1929

Boilers made at Wallsend By whom made North Eastern Marine & Co. Ltd. Boiler No. 2694 when made 1929

Registered Horse Power 453 Owners Lawther & Latta Port belonging to London

Nom. Horse Power as per Rule 453 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended Ocean going. General cargo

Engines, &c.—Description of Engines Quadruple Expansion Revs. per minute 63

Dia. of Cylinders 22.32, 4.7, 6.8 Length of Stroke 48 No. of Cylinders 4 No. of Cranks 4

Crank shaft, dia. of journals as per Rule 13.639" Crank pin dia. 14.4" Crank webs Mid. length breadth 2.0" Thickness parallel to axis 8.34" as fitted 13.78" Mid. length thickness 8.3" shrunk Thickness around eye-hole 7.16"

Intermediate Shafts, diameter as per Rule 13.99" Thrust shaft, diameter at collars as per Rule 13.639" as fitted 13.78"

Tube Shafts, diameter as per Rule 14.49" Is the screw shaft fitted with a continuous liner? yes

Bronze Liners, thickness in way of bushes as per Rule 3/16" Thickness between bushes as per Rule 5.54" 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? yes

Propeller, dia. 18'-0" Pitch 18'-0" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 100 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 2.6" Can one be overhauled while the other is at work? yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4.5" Stroke 2.6" Can one be overhauled while the other is at work? yes

Feed Pumps No. and size 2 @ 7.5 x 12 + 1 @ 5 x 12 Pumps connected to the Main Bilge Line No. and size one duplex Ballast 9 x 11 x 10, How driven Steam

Ballast Pumps, No. and size one 9 x 11 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 @ 3" & 1 @ 2.5" in dry tanks. one @ 2" & one @ 2.5" Tunnel. In Holds, &c. 2 @ 3" Fore Hold, 2 @ 3" Main Hold, 2 @ 3" Cross bunker, 2 @ 3" deep tank 2 @ 3" a m hold, 2 @ 3" A-Hold.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 9" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5" 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? below

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 pass through the bunkers? Bilge suction pipes How are they protected? Wood linings.

What pipes pass through the deep tanks? none 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? yes Is the Shaft Tunnel watertight? yes Is it fitted with a watertight door? yes worked from top platform

MAIN BOILERS, &c.—(Letter for record 3) Total Heating Surface of Boilers 6216 ft²

Is Forced Draft fitted? yes No. and Description of Boilers 3 single ended Working Pressure 220 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)

Superheaters Standard approved General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:—one cast iron propeller, 2 each bolts & nuts for top & bottom pins & main bearings, one set coupling bolts & nuts, 1 set feed & bilge pump valves, 1 set aux feed pump valves, 1 set ballast pp valves, one tail shaft & nut, quantity of assorted bolts nuts & iron, 12 piston bolts.

The foregoing is a correct description.
THE NORTH EASTERN MARINE ENGINEERING CO., LTD.

W. Campbell
SECRETARY.

Manufacturer.



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Lloyd's Register
Foundation

01180 - 0110

1929
Feb. 6 15 18 26, Mar. 1 11 12 13 21 26, Apr. 3 4 8 9 12 16 18 22 23 30, May 2 29 10 13 14,
15 17 23 24 28 29 30 31, June 3 4 5 6 8 10 11 12 13 14 17 18 20 21 24, July 1 4 12 15 16 18 24,
20 31, Aug. 1 8 12 13 15.
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits 63.

Dates of Examination of principal parts—Cylinders 29-5-29 Slides 10-5-29 Covers 29-5-29.
Pistons 31-5-29 Piston Rods 31-5-29 Connecting rods 10-5-29.
Crank shaft 8-6-29 Thrust shaft 22-4-29 Intermediate shafts 21-6-29
Tube shaft 18-5-29 ✓ Screw shaft 20-6-29 Propeller 18-6-29
Stern tube 18-5-29 Engine and boiler seatings 3-7-29 Engines holding down bolts 1-8-29

Completion of fitting sea connections 3-7-29
Completion of pumping arrangements 8-8-29 Boilers fixed 8-8-29 Engines tried under steam 8-8-29
Main boiler safety valves adjusted 8-8-29 Thickness of adjusting washers 8-8-29
Crank shaft material O.H. Steel Identification Mark 2694 WP Thrust shaft material O.H. Steel Identification Mark 2446
Intermediate shafts, material O.H. Steel Identification Marks 1464-1494-1476 RWF Tube shaft, material ✓ Identification Mark 13-6-29, 14-6-29
Screw shaft, material O.H. Steel Identification Mark 2445-1494 WP Steam Pipes, material O.H. Steel Test pressure 660 Date of Test 13-6-29, 14-6-29
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 the vessel has been constructed under special survey and accordance with such requirements and the approved plans, the materials and workmanship are good & the machinery has been satisfactorily fitted on board & tested under steam.
In our opinion the vessel is eligible for record of + L.M.C. 8.29

It is submitted that
this vessel is eligible for
THE RECORD. — + L.M.C. 8.29. C.L. FD.

Wm. J. A.
19.8.29

The amount of Entry Fee ... £ 5 : = ✓
Special ... £ 92 : 19 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 19.
When received, 21.8.29

Committee's Minute

TUE. 20 AUG 1929

Assigned

+ L.M.C. 8.29

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

S. J. Stoddart.



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