

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

15 DEC 1926

Date of writing Report 19 When handed in at Local Office 13/12/1926 Port of Newcastle-on-Tyne
 No. in Survey held at Newcastle-on-Tyne Date, First Survey 31 March 1925 Last Survey 11th 1926
 Reg. Book. 88476 on the Steel & CITY OF OXFORD (Number of Visits 33)
 Built at Newcastle By whom built Swan Hunter & Wigham Richardson & Co. Ltd. Yard No. 1291 Tons { Gross 2759
 Engines made at Newcastle By whom made Wallsend Slipway & Eng. Co. Ltd. Engine No. 863 when made 1926
 Boilers made at Newcastle By whom made Wallsend Slipway & Eng. Co. Ltd. Boiler No. 863 when made 1926
 Registered Horse Power 308 Owners Bellman Lines Ltd. (G. Smith, Mgr.) Port belonging to Liverpool
 Nom. Horse Power as per Rule 308 306 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 75
 Dia. of Cylinders 22" 37" 62" Length of Stroke 42" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 11.73" Crank pin dia. 12 1/4" Crank webs Mid. length breadth 18" Thickness parallel to axis 7 3/4"
 as fitted 12" Mid. length thickness 7 3/4" shrunk Thickness around eye-hole 5 3/4"
 Intermediate Shafts, diameter as per Rule 11.18" Thrust shaft, diameter at collars as per Rule 11.73"
 as fitted 11 1/2" as fitted 12"
 Tube Shafts, diameter as per Rule 12.53" Is the ^{tube} screw shaft fitted with a continuous liner Yes
 as fitted 12 3/4" as fitted 12 3/4"
 Bronze Liners, thickness in way of bushes as per Rule .68" Thickness between bushes as per Rule .51" Is the after end of the liner made watertight in the
 as fitted 1/16" as fitted 1/32" 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. Length of Bearing in Stern Bush next to and supporting propeller 57 1/2"
 Propeller, dia. 16'3" Pitch 15'3" No. of Blades 4 Material Cast Iron whether Moveable No. Total Developed Surface 81 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 22" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 22" Can one be overhauled while the other is at work Yes
 Aux. Feed Pumps No. and size One main 6" x 8 1/2" x 18" Aux. Pumps connected to the Main Bilge Line No. and size One duplex Ballast 8" x 8" x 8"
 How driven Steam How driven Steam
 Ballast Pumps, No. and size One duplex 8" x 8" x 8" Lubricating Oil Pumps, including Spare Pump, No. and size No.
 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 Port 2 off 2 1/2" Starboard 2 off 2 1/2"
 In Holds, &c. No. 1. 2 off 2 1/2" No. 3. 2 off 3" No. 4. 2 off 2 1/2" No. 5. 2 off 2 1/2" Tunnel well 1 off 2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 4" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 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 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 Bilge Suctions forward How are they protected wood-cased
 What pipes pass through the deep tanks Yes 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 upper deck
5152

MAIN BOILERS, &c.—(Letter for record 3) Total Heating Surface of Boilers 358 Working Pressure 185 lb
 Is Forced Draft fitted No. No. and Description of Boilers 3 Single End Cyl. Multi

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? Yes

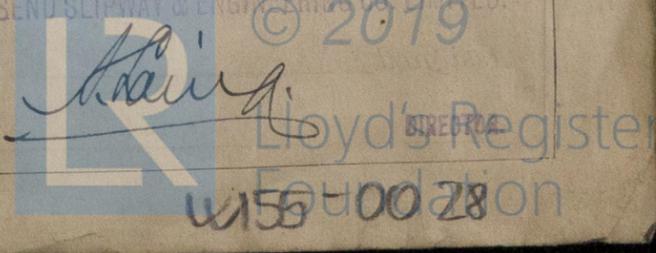
PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—1 C.S. Propeller, 2 Pack bolts & nuts for main bearings & top & bottom ends
Set of Coupling bolts, valves for all pumps, piston rings & springs, circulating pump impeller & glands
bolts, nuts, iron & usual sundries

The foregoing is a correct description,

Manufacturer.

FOR THE WALLSEND SLIPWAY & ENGINEERING CO. LIMITED.



1925 1926
Mar 31. June 2. 11. Sept. 22. Jan 27. Feb. 10. 17. Mar. 1. 5. 10. 12. 16. 19. 24. 29. 31. Apr. 8
14. 20. 29. 30. May 3. 7. 11. 26. June 4. 16. July 2. 8. 21. 23. 28. Dec. 11.

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

33.

Dates of Examination of principal parts—Cylinders 10.3.26 Slides 7.5.26 Covers 10.3.26
Pistons 31.3.26 Piston Rods 31.3.26 Connecting rods 31.3.26
Crank shaft 31.3.26 Thrust shaft 31.3.26 Intermediate shafts 31.3.26 & 14.4.26
Tube shaft ✓ Screw shaft 29.4.26 Propeller 16.3.26
Stern tube 11.5.26 Engine and boiler seatings 8.7.26 Engines holding down bolts 21.7.26
Completion of pumping arrangements 28.7.26 Boilers fixed 21.7.26 Engines tried under steam 28.7.26
Main boiler safety valves adjusted 28.7.26 Thickness of adjusting washers *Port Boiler 4.5 3/8" Centre Bl 5 1/2" Star Bl 5 7/16"*
Crank shaft material *S.M. Ingot Steel* Identification Mark *1589 F.Q* Thrust shaft material *S.M. Ingot Steel* Identification Mark *6558 M.B.*
Intermediate shafts, material *S.M. Ingot Steel* Identification Marks *1542 F.Q 6548 M.B 6566 M.B.* Tube shaft, material ✓ Identification Mark *6547 M.B.*
Screw shaft, material *M. Ingot Steel* Identification Mark *6547 M.B.* Steam Pipes, material *S.D. Copper* Test pressure *370 lbs* Date of Test *15/23/26*
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 constructed under special survey. The material and workmanship are sound and good. It has been efficiently installed and fastened on the vessel and tried out under steam at a moving trial. The safety valves of the Boilers have been adjusted under steam.
Machinery tried under steam under working conditions.

In an opinion this vessel is now eligible for notation in the Society's Register Book of + LMC. 12-26. T.S. C.L.

It is submitted that this vessel is eligible for THE RECORD. + LMC 12.26. CL.

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 : -
Special ... £ 71 : 4
Donkey Boiler Fee ... £ ✓
Travelling Expenses (if any) £ ✓
When applied for, 14 DEC 1926
When received, 17.12.26

W.D.
17/12/26
William Dutton
R. Lee Amess
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 17 DEC 1926**
Assigned *+ LMC 12-26*
CL.

CERTIFICATE WRITTEN

