

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

OCT 12 1937

Date of writing Report 10/10/37 When handed in at Local Office 11/10/37 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Reg. Book. 101101 1937 Date, First Survey 9 Feb. Last Survey 4 Oct. 1937 (Number of Visits 79)

on the BECKENHAM

Built at Dundee By whom built Baldon S B & Ing Co. Yard No. 367 Tons { Gross Net } When built 1937

Engines made at WallSEND By whom made North Eastern Marine Eng Co Engine No. 2876 When made 1937

Boilers made at WallSEND By whom made North Eastern Marine Eng Co Boiler No. 2876 When made 1937

Registered Horse Power Owners British S.S. Co. Ltd Port belonging to London

Nom. Horse Power as per Rule 404 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 80

Dia. of Cylinders 23-38-65 Length of Stroke 42 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals 12.81 as per Rule 13 Crank pin dia. 13 Crank webs Mid. length breadth 23 Mid. length thickness 1 1/4 LP = 8" shrank Thickness parallel to axis 1 1/4 LP = 8" Thickness around eye-hole 1 1/4 LP = 8"

Intermediate Shafts, diameter as per Rule 12.2 as fitted 12 1/2 Thrust shaft, diameter at collars as fitted 13

Tube Shafts, diameter as per Rule 13.7 as fitted 14 1/2 Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 23/32 as fitted 3/4 Thickness between bushes as per Rule 17/32 as fitted 9/16 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 one length

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 fits full length

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 No If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 65

Propeller, dia. 18-0 Pitch 16-9 No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 114 sq. feet

Feed Pumps worked from the Main Engines, No. four Diameter 3 1/2 Stroke 21 Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. two Diameter 3 1/2 Stroke 21 Can one be overhauled while the other is at work Yes

Feed Pumps No. and size 2 @ 6" x 18" + 1 @ 8" x 6" x 8" Pumps connected to the Main Bilge Line No. and size 1 - 10" x 12" x 12" How driven Steam

Ballast Pumps, No. and size 1 - 10" x 12" x 12" 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 2 @ 3" in Engine Room: 2 @ 2 1/2" in Boiler Room: 2 @ 2" dry Tank

In Pump Room Nº5 - 2 @ 1 1/2": Tunnel well - 1 @ 2 1/2" HOLD WELL Nº5. 1 @ 3" In Holds, &c. Nº1 - 2 @ 3": Nº2 - 2 @ 3": Nº3 - 2 @ 3": Nº4 - 2 @ 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 7" 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 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 pass through the bunkers none How are they protected —

What pipes pass through the deep tanks no deep tank 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 level

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers Two main 4340 sq ft / auxiliary 1680 sq ft = 6020 sq ft

Is Forced Draft fitted main-Yes: Aux No No. and Description of Boilers Two main & 1 auxiliary Working Pressure 220 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? —

Is the donkey boiler intended to be used for domestic purposes only Yes

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers —

(If not state date of approval)

Superheaters — General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied

1 Cast Iron propeller, 1 pair crank pin braces, 1 pair top end braces
1 set cylinder relief valve springs: assorted, cylinder cover & valve chest cover studs: spare pins & rollers
for poppet valves, 1 set each of main & auxiliary feed check valves, 1 set of H piston rings, spare valves & seats for
donkey pump water & oil valves. 6 Holding down bolts & nuts.

The foregoing is a correct description,

THE NORTH EASTERN MARINE ENGINEERING CO., LTD.

John Nall

Direct & General Manager

Manufacturer.



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Lloyd's Register
Foundation

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1937
 Feb. 9. 10. Mar. 12. 17. 22. 24. Apr. 1. 5. 8. 12. 13. 14. 19. 21. 23. 26. 30. May 4. 7. 10. 14. 19. 24. 25. 26. 27. 31. June 1. 7. 8. 9. 10. 11. 14. 15. 16. 18. 28. July 1. 5. 8. 9. 12. 13. 19. 20. 21. 23. 26. 27. 29. 30. Aug. 3. 6. 9. 11. 12. 13. 19. 25. 26. 27. Sep. 2. 10. 14. 16. 20. 23. 24. 27. 29. 30. Oct. 1. 4.

Dates of Survey while building
 During progress of work in shops --
 During erection on board vessel --
 Total No. of visits 79.

Dates of Examination of principal parts—Cylinders 16-8-37 Slides 27-7-37 Covers 18-6-37
 Pistons 21-7-37 Piston Rods 21-7-37 Connecting rods 21-7-37
 Crank shaft 28-6-37 Thrust shaft 9-6-37 Intermediate shafts 12-8-38
 Tube shaft Screw shaft 4-8-37 Propeller 3-8-37
 Stern tube 30-7-37 Engine and boiler seatings 6-8-37 Engines holding down bolts 24-9-37
 Completion of fitting sea connections 13-8-37
 Completion of pumping arrangements 30-9-37 Boilers fixed 29-9-37 Engines tried under steam
 Main boiler safety valves adjusted 30-9-37 Thickness of adjusting washers PORT MAIN. P 3/8. S 3/8. SH 1/4. STAR P 13/32. S 3/8. SH 1/2. AUX P 3/8. S 1/2. LLOYDS 9762 AEG. 26-5
 Crank shaft material Steel Identification Mark 25-6-37. W.N. Thrust shaft material Steel Identification Mark J.E.S. 9-6-37
 Intermediate shafts, material Steel Identification Mark 1-11-37. AEG. JES. Tube shaft, material Identification Mark
 Screw shaft, material Steel Identification Mark 21-5-37. JES. A 4-1/2. Steam Pipes, material Steel S.D. Test pressure 660 lbs Date of Test 27-9-37
 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 the use of oil as fuel been complied with ✓
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo no If so, have the requirements of the Rules been complied with ✓
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
 Is this machinery duplicate of a previous case Yes If so, state name of vessel Blackheath. Rpt No 93815

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under Special Survey and in accordance with the Rules and approved plans, the materials and workmanship are good. It has been fitted on board in an efficient manner, tried under working conditions and found satisfactory, it is eligible in my opinion to be classed with record & L.M.C 10-37. C.L.F.D. 2 SB (5PT).

The amount of Entry Fee ... £ 5 : 0 : When applied for,
 Special ... £ 65 : 12 : 11 OCT 1937
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 13-10-37 28/11

Committee's Minute
 Assigned + LMC 10 37
 TUE 2 NOV 1937
 J. S. Sellar
 Engineer Surveyor to Lloyd's Register of Shipping.

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