

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

21 JUL 1927

Date of writing Report

19

When handed in at Local Office

16

7

1927

Port of

NEWCASTLE-ON-TYNE

No. in Survey held at

Jarrow

Date, First Survey

11 January

Last Survey

6 July 1927

Reg. Book.

(Number of Visits)

41

on the

S.S. "BEACON STREET"

Built at

Hebburn

By whom built

Palmer's Co. Ltd

Yard No.

966

When built

1927

Engines made at

Jarrow

By whom made

Palmer's Co. Ltd

Engine No.

966 when made 1927

Boilers made at

Jarrow

By whom made

Palmer's Co. Ltd

Boiler No.

966 when made 1927

Registered Horse Power

Owners Beacon Transport Co. Ltd

Port belonging to

Freetown

Nom. Horse Power as per Rule

582

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

GINES, &c.—Description of Engines TRIPLE EXPANSION INVERTED MARINE TYPE

Revs. per minute 77

No. of Cylinders 28, 46, 76

Length of Stroke 51

No. of Cranks 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 14.5

Crank pin dia. 14.75

Crank webs

Mid. length breadth 28 5/8

Thickness parallel to axis 10

Intermediate Shafts, diameter

as per Rule 13.8

as fitted 14

Thrust shaft, diameter at collars

as per Rule 14.5

as fitted 14.75

Main Shafts, diameter

as per Rule 15.38

as fitted 15.5

Screw Shaft, diameter

as per Rule 15.38

Is the tube shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 13

as fitted 16

Thickness between bushes

as per Rule 13

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

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

Two liners are fitted, is the shaft lapped or protected between the liners

No

Is an approved Oil Gland or other appliance fitted at the after

of the tube shaft

No

Length of Bearing in Stern Bush next to and supporting propeller

5' 3"

Propeller, dia. 19' 0"

Pitch 16' 0"

No. of Blades 4

Material BRONZE

whether Moveable

YES

Total Developed Surface 104 sq. feet

Main Engines, No. 1

Diameter 5"

Stroke 27"

Can one be overhauled while the other is at work

YES

Main Engines, No. 2

Diameter 5"

Stroke 27"

Can one be overhauled while the other is at work

YES

Pumps connected to the

Main Bilge Line

No. and size 1 @ 9" x 10" x 10"

How driven

STEAM

Lubricating Oil Pumps, including Spare Pump, No. and size

ONE DUPLEX 9" x 10" x 10"

Suctions, connected to both Main Bilge Pumps and Auxiliary

two independent means arranged for circulating water through the

Oil Cooler

In Engine and Boiler Room

3 @ 3 1/2"

Folds, &c.

2 - 2 1/2 fold hold

2 - 2 1/2 fold pump room

Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 9"

and size 1 @ 5"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

YES

Independent Power Pump Direct Suctions to the Engine Room Bilges,

YES

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 they fitted with Valves or Cocks

BOTH

Are the Overboard Discharges above or below the deep water line

ABOVE

all Sea Connections fitted direct on the skin of the ship

YES

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

YES

Are the Blow Off Cocks fitted with a spigot and brass covering plate

YES

they each fitted with a Discharge Valve always accessible on the plating of the vessel

YES

How are they protected

NONE

Have they been tested as per Rule

YES

Pipes are carried through the bunkers

NONE

pipes pass through the deep tanks

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

YES

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

partment to another

YES

Is the Shaft Tunnel watertight

YES

Is it fitted with a watertight door

worked from

IN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers 8649

Working Pressure 180 LBS.

Forced Draft fitted

YES

No. and Description of Boilers

THREE CYLINDRICAL MULTITUBULAR

A REPORT ON MAIN BOILERS NOW FORWARDED?

YES

A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

YES

ANS. Are approved plans forwarded herewith for Shafting

YES

Main Boilers

YES

Auxiliary Boilers

YES

Donkey Boilers

(If not state date of approval)

General Pumping Arrangements

YES

Oil fuel Burning Piping Arrangements

YES

ARE GEAR. State the articles supplied:—

One propeller shaft complete, 2 bronze propeller blades, 12 springs for L.P. pistons,

2 end and 2 bottom end bolts and nuts, 2 main bearing bolts and nuts, 1 set of coupling bolts, 1 set of bilge pump valves

1 set of check valves, 6 cylinder cover studs, 12 boiler tubes, 12 condenser tubes and 100 ferrules, 12 jirnh

g bolts, 2 Cwt steel plates, 1 Cwt iron bar, assorted, 1 pair bottom end bearings, 1 set donkey pump valves, a quantity of

sorted bolts and nuts.

The foregoing is a correct description,

James Shipbuilding & Iron Co., Ltd

A. Brown

Manager, Engine Works

Manufacturer.



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Lloyd's Register Foundation

W1647-0034

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

1927 Jan. 11. Feb. 9. 10. 15. 16. 18. Mar. 1. 4. 8. 14. 16. 17. 23. 29. 30. Apr. 1. 14. 18. 21. 25. 27. 28. May 2. 4. 5. 11.
12. 13. 18. 20. 23. 25. 31. June 3. 9. 13. 15. 27. July 1. 5. 6.

41.

Dates of Examination of principal parts—Cylinders 1.4.27 Slides 1.4.27 Covers 23/5/27
Pistons 28.4.27 Piston Rods 28.4.27 Connecting rods 28.4.27
Crank shaft 28.4.27, 2.5.27 Thrust shaft 5.5.27 Intermediate shafts 5.5.27
Tube shaft ✓ Screw shaft 18.5.27 Propeller 18.5.27
Stern tube 8.3.27 Engine and boiler seatings 27.6.27 Engines holding down bolts 27.6.27
Completion of pumping arrangements 27.6.27 Boilers fixed 27.6.27 Engines tried under steam 6.7.27
Main boiler safety valves adjusted 6.7.27 Thickness of adjusting washers *Start. 3rd Port. 17.9/32*
Crank shaft material STEEL Identification Mark 392 Thrust shaft material STEEL Identification Mark No 131
Intermediate shafts, material STEEL Identification Marks 12998 Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material STEEL Identification Mark R.L. 1300 18.3.27 Steam Pipes, material STEEL Test pressure 540 LBS^a Date of Test 15/6/27
Is an installation fitted for burning oil fuel YES. ✓ Is the flash point of the oil to be used over 150°F. YES. ✓
Have the requirements of the Rules for carrying and burning oil fuel been complied with YES. ✓
Is this machinery duplicate of a previous case 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 materials & workmanship are sound & good. The machinery has been efficiently installed & tried under steam at a running trial. The safety valves of the boilers have been adjusted under steam. In our opinion this vessel is now eligible for notation in the Society's Register Book of +LMC. 7.27. T.S. & L. 7.27.*

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 7 27 FD. CL.
Fitted for oil fuel 7.27. F.P. above 150°F.

W.D.
27/7/27
J.P.R.

The amount of Entry Fee ... £ 6 : 0 :
Special ... £ 104 : 2 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 19 JULY 1927
When received, 2/8/27

Thomas Napier & J.H. McMahon
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 26 JUL 1927

Assigned

+ L.M.C. 7.27 F.D. CL.
Fitted for Oil Fuel 7.27, F.P. above 150°F

