

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

WED. JUL 2 1924

Date of writing Report

10

When handed in at Local Office

23/6/1924 Port of

NEWCASTLE-ON-TYNE.

No. in Survey held at

South Shields.

Date, First Survey

9th Aug. 1923

Last Survey

4th June

1924

Reg. Book.

8558 on the

S.S. "CORDENE"

(Number of Visits)

43.

Gross 2345

Net 1322

Built at Newcastle.

By whom built Sloan Hunter & Wigham Richardson

Yard No.

When built 1924

Engines made at

South Shields

By whom made G. T. Grey & Co

Engine No. 614

when made 1924

Boilers made at

Newcastle

By whom made Sloan Hunter & Wigham Richardson

Boiler No.

when made 1924

Registered Horse Power

1300

Owners

Cory Colliers Ltd.

Port belonging to

London

Nom. Horse Power as per Rule

247.

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes.

ENGINES, &c.—Description of Engines

Triple Expansion

Dia. of Cylinders

21 x 34 x 56

Length of Stroke

39

Revs. per minute

80

No. of Cylinders

3

No. of Cranks

3

Dia. of Crank shaft journals

as per rule 11.0"

as fitted 11.3"

Dia. of Crank pin

11.3"

Crank webs

Mid. length breadth

17.5"

Mid. length thickness

7"

shrink

Thickness parallel to axis

7"

Diameter of Thrust shaft under collars

as per rule 11.0"

as fitted 11.3"

Diameter of Tunnel shaft

as per rule 10.50"

as fitted 10.48"

Diameter of Screw shaft

as per rule 12.5"

Is the Screw shaft

as fitted 12.8"

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

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 appliance fitted at the after end of the shaft to permit

of it being efficiently lubricated

No.

Length of Stern Bush

4'-3"

Diameter of Propeller

15'-0"

Pitch of Propeller

15'-6"

No. of Blades

4.

State whether Moveable

No.

Total Surface

73 sq ft

square feet.

No. of Feed Pumps fitted to the Main Engines

2

Diameter of ditto

3 7/8"

Stroke

20"

Can one be overhauled while the other is at work

Yes.

No. of Bilge Pumps fitted to the Main Engines

2

Diameter of ditto

3 7/8"

Stroke

20"

Can one be overhauled while the other is at work

Yes.

Total number and size of power driven Feed and Bilge Auxiliary Pumps

4. 2-9x10x10 Ballast, 1-5 1/2 x 3 1/2 x 6 Feed, 1-5 1/2 x 3 1/2 x 6 G.S.

No. and size of Pumps connected to the Main Bilge Line

3

2-9x10x10

1-5 1/2 x 3 1/2 x 6.

No. and size of Ballast Pumps

2-9x10x10

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

3-2 1/2" 41-3 3/4"

and in Holds, &c.

Ford Hold 2-3 1/4"

aft Hold 2-3"

tunnel well 1-2 1/2"

No. and size of Main Water Circulating Pump Bilge Suctions

One 5 1/2" dia

No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges

One - 3 3/4" dia

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

None.

How are they protected

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 Screw Shaft Tunnel watertight

Yes.

Is it fitted with a watertight door

Yes.

worked from E. P. Grating.

MAIN BOILERS, &c.—(Letter for record)

Total Heating Surface of Boilers

255

2 S.E. Multitubular

Working Pressure

180 lbs/sq in

Is Forced Draft fitted

No.

No. and Description of Boilers

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.

(If not state date of approval)

General Pumping Arrangements

Yes.

Oil fuel Burning Piping Arrangements

Yes.

SPARE GEAR. State the articles supplied:—

2 Connecting rod top end bolts & nuts, 2 Connecting rod bottom end bolts & nuts, 2 main bearing bolts & nuts, 1 set of coupling bolts & nuts, 1 set of piston bolts & nuts, 1 set of feed, bilge, & air pump valves, bolts & nuts of various sizes. An assortment of iron. 6 boiler tubes, 10 Condenser Tubes and One propeller.

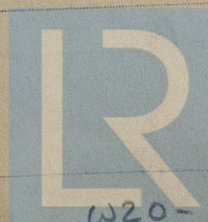
The foregoing is a correct description

for GEO. T. GREY & CO., LTD.

G. T. Grey

DIRECTOR.

Manufacturer.



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Lloyd's Register Foundation

W20-0141

1923
Aug 9 10 14 15 17 21 22 Sept 5 11 28 Oct 3 24 31 Nov 2 5 6 9 15 29 Dec 5 1924
Jan 3 Feb 7 Mar 10
During progress of work in shops - -
21 Apr 4 15 22 23 25 30 May 5 6 8 9 14 15 16 19 21 22 27 June 3 4
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 43.

Dates of Examination of principal parts - Cylinders HP 11.9.23. LP 6.11.23. Slides HP 4.11.23 LP 5.9.23.
Covers 6.11.23. Pistons 5.9.23. Rods 6.11.23.
Connecting rods 22.8.23. Crank shaft 15.8.23. Thrust shaft 6.11.23.
Tunnel shafts 9.11.23. Screw shaft 25.4.24. Propeller 8.2.24.
Stern tube 22.4.24. Engine and boiler seatings 17.5.24. Engines holding down bolts 17.5.24.
Completion of pumping arrangements 4.6.24. Boilers fixed 3.5.24. Engines tried under steam 4.6.24.
Completion of fitting sea connections 4.6.24. Stern tube 29.4.24. Screw shaft and propeller 29.4.24.
Main boiler safety valves adjusted 4.6.24. Thickness of adjusting washers P. Boiler 1 1/2" SY 1 3/8" S. Boiler 1 1/2" SY 3/8"
Material of Crank shaft Ingot Steel. Identification Mark on Do. 624.
Material of Thrust shaft Ingot Steel. Identification Mark on Do. 625.
Material of Tunnel shafts Ingot Steel. Identification Marks on Do. 2013.
Material of Screw shafts Ingot Steel. Identification Marks on Do. 2353.
Material of Steam Pipes S.D. Copper. Test pressure 360 lb/sq. in. Date of Test 21.5.24.
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 Yes. If so, state name of vessel SS. "CORDUFF" ✓
General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery built under Special Survey.
The material and workmanship found good and efficient.
The machinery was satisfactorily fitted upon board the vessel. The main engine tested under steam and found satisfactory, auxiliary machinery satisfactory.
The Boilers satisfactory their Safety Valves adjusted under steam 185 lbs.
In our opinion this vessel is now eligible for the notation of + LMC 6.24
(in Red) Made in the Register Book.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 6.24. CL.

3/7/24.
JWD.
PMS

The amount of Entry Fee ... £ 4 : 0 :
3/5 Special ... £ 37 : 1 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 24 JUN 1924
When received, 31 JUL 1924

Fr. V. Lockney - L. G. Challers
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned
FRI 4 JUL 1924
+ LMC 6.24
6L