

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report Oct 16th 1922 When handed in at Local Office Oct 16th 1922 Port of Bristol
 No. in Survey held at Sharpness Date, First Survey Aug 22nd Last Survey Sept 26th 1922
 Reg. Book. on the S/S MAID OF ATHENS (Number of Visits 11)
 Built at Shotton By whom built Shotton Ironworks Yard No. 1433
 Engines made at B By whom made B Engine No. 1906
 Boilers made at B By whom made B Boiler No. 5
 Registered Horse Power 104 Owners Byron & Co Ltd Port belonging to London
 Nom. Horse Power as per Rule 104 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No

ENGINES, &c.—Description of Engines Inverted triple expansion
 Dia. of Cylinders 17 1/2 x 27 1/2 x 43 1/2 Length of Stroke 31 1/2 Revs. per minute 3 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals 9 1/2 as per rule 9 1/2 Dia. of Crank pin 9 1/2 Crank webs 14 3/4 Mid. length breadth 14 3/4 Thickness parallel to axis shrunk
 as fitted 9 1/2 as fitted 9 1/2 as fitted 8 1/2 as fitted 8 1/2 as fitted 8 1/2 as fitted 8 1/2 as fitted 8 1/2
 Diameter of Thrust shaft under collars 8 1/2 as per rule 8 1/2 Diameter of Tunnel shaft 8 1/2 as per rule 8 1/2 Diameter of Screw shaft 10 1/2 as per rule 10 1/2 Is the Screw shaft fitted with a continuous liner the whole length of the stern tube No 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 Yes Length of Stern Bush 45 Diameter of Propeller 12 1/2
 Pitch of Propeller 4 No. of Blades 4 State whether Moveable No Total Surface square feet
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 2 1/2 Stroke 15 1/2 Can one be overhauled while the other is at work Yes
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 2 Stroke 15 1/2 Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps one 5 1/2 x 7 1/2 x 5
 No. and size of Pumps connected to the Main Bilge Line one 5 1/2 x 7 1/2 x 5
 No. and size of Ballast Pumps one 6 x 8 1/2 x 6 No. and size of Lubricating Oil Pumps, including Spare Pump one
 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 4-2 1/2 and in Holds, &c. 2-2 1/2 in each hold

No. and size of Main Water Circulating Pump Bilge Suctions one 4 1/2 No. and size of Donkey Pump Direct Suctions one 4 1/2
 to the Engine Room Bilges one 2 1/2 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 Both
 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 None
 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 Top platform

MAIN BOILERS, &c.—(Letter for record Yes) Total Heating Surface of Boilers 2,500
 Is Forced Draft fitted No No. and Description of Boilers 2 S.E. Working Pressure 185 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? No
 PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—Two top end, two bottom end and two sets of main bearing bolts, one set of coupling bolts, one set of feed pump valves, one crank shaft, one set of air circulating pump valves

The foregoing is a correct description

Manufacturer.

FRI. 15 DEC. 1922

FRI. SEP. 7 1923

TUE. SEP. 25 1923 W 229-0188

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Lloyd's Register
Foundation

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

Dates of Examination of principal parts - Cylinders		Slides
Covers	Pistons	Rods
Connecting rods	Crank shaft	Thrust shaft
Tunnel shafts	Screw shaft	Propeller
Stern tube	Engine and boiler seatings	Engines holding down bolts
Completion of pumping arrangements	Boilers fixed	Engines tried under steam
Completion of fitting sea connections	Stern tube	Screw shaft and propeller
Main boiler safety valves adjusted	Thickness of adjusting washers	
Material of Crank shaft	Identification Mark on Do.	
Material of Thrust shaft	Identification Mark on Do.	
Material of Tunnel shafts	Identification Marks on Do.	
Material of Screw shafts	Identification Marks on Do.	
Material of Steam Pipes	Test pressure	Date of Test
Is an installation fitted for burning oil fuel	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		

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery of this vessel has been exam^d. throughout. It is now in good efficient condition eligible in my opinion to have record of L.M.C. without the distinguishing mark.*

The amount of Entry Fee ... £	When applied for,
Special ... £	19
Donkey Boiler Fee ... £	When received,
Travelling Expenses (if any) £	19

John W. Gwynne
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 27 OCT. 1922**
 Assigned