

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

10 NOV 1927

10 NOV 1927

e of writing Report

19

When handed in at Local Office

Nov 3rd 1927 Port of

NEWCASTLE-ON-TYNE.

in Survey held at

g. Book.

Wallsend-on-Tyne  
on the New Steel S.S. British ProgressDate, First Survey 21<sup>st</sup> March Last Survey 3<sup>rd</sup> Nov. 1927

(Number of Visits 44)

uilt at

Walker

By whom built

Armstrong Whitworth &amp; Co Ltd

Yard No. 1026

ines made at

Wallsend

By whom made

Wallsend Slipway &amp; Co Ltd

Engine No. 8414

ilers made at

Wallsend

By whom made

Wallsend Slipway &amp; Co Ltd

Boiler No. 8414

gistered Horse Power

422

Owners British Tanker Company Ltd.

Port belonging to

London.

m. Horse Power as per Rule

422

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

ade for which Vessel is intended

Carrying petroleum in bulk.

GINES, &amp;c.—Description of Engines

Triple Expansion

Revs. per minute 13

a. of Cylinders

25 x 42 x 10

Length of Stroke

48"

No. of Cylinders

3

No. of Cranks

3

ank shaft, dia. of journals

as per Rule 13.4"

Crank pin dia.

14"

Crank webs

Mid. length breadth 9 3/4"

shrunken

Thickness parallel to axis

1 1/4"

intermediate Shafts, diameter

as per Rule 13.05"

as fitted 14"

Thrust shaft, diameter at collars

as per Rule 13.4"

as fitted 14 1/4"

be Shafts, diameter

as per Rule none

as fitted none

Screw Shaft, diameter

as per Rule 14.5"

as fitted 15 1/8"

Is the { tube } shaft fitted with a continuous liner {

yes

onze Liners, thickness in way of bushes

as per Rule 23 3/8"

as fitted 25 3/8"

Thickness between bushes

as per Rule 55 1/4"

as fitted 55 1/4"

Is the after end of the liner made watertight in the

opeller 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

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

d of the shaft

no

Length of Bearing in Stern Bush next to and supporting propeller

5'-4"

ropeller, dia. 18'-3"

Pitch 16'-6"

No. of Blades 4

Material Bronze

whether Moveable yes

Total Developed Surface

104

sq. feet

ed Pumps worked from the Main Engines, No. 2

Diameter 4"

Stroke 2'-0"

Can one be overhauled while the other is at work

yes

ilge Pumps worked from the Main Engines, No. 2

Diameter 4"

Stroke 2'-0"

Can one be overhauled while the other is at work

yes

eed Pumps

No. and size 2 @ 4" x 9 1/2" x 21"

How driven Steam

Pumps connected to the

Main Bilge Line

No. and size 1 @ 8" x 9" x 8"

How driven Steam

1 @ 6" x 4 1/2" x 6"

allast Pumps, No. and size

1 @ 8" x 9" x 4"

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

none

re two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

ilge Pumps;—In Engine and Boiler Room 2 @ 3"

(4 @ 3" in E.R. cofferdam)

In Hold 2 @ 3"

In Pump room 1 @ 3"

Cofferdams for 1 @ 4", aft 1-3. Pumps

1 @ 6" x 5 1/4" x 6"

1 @ 9" x 8 1/2" x 10"

Bilge

Transfer

n Holds, &amp;c. 2 @ 4" Pump room.

Carrying petroleum in bulk

ain Water Circulating Pump Direct Bilge Suctions, No. and size

1 @ 4 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

o. and size

1 @ 4 1/2"

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

yes

re 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

re all Sea Connections fitted direct on the skin of the ship

yes

Are they fitted with Valves or Cocks

Both

re 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

re 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

That Pipes are carried through the bunkers

none

How are they protected

yes

That pipes pass through the deep tanks

none

Have they been tested as per Rule

yes

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

yes

s 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

none

Is it fitted with a watertight door

yes

worked from

except for sea flooding valve controlled from upper deck &amp; kept locked. (see plan).

AIN BOILERS, &amp;c.—(Letter for record 3)

Total Heating Surface of Boilers

5538

s Forced Draft fitted

yes

No. and Description of Boilers

Two single ended

Working Pressure 200 lbs

S A REPORT ON MAIN BOILERS NOW FORWARDED?

yes

S A DONKEY BOILER FITTED?

yes

If so, is a report now forwarded?

yes

PLANS. Are approved plans forwarded herewith for Shafting

Main Boilers yes

Auxiliary Boilers

Donkey Boilers yes

(If not state date of approval)

uperheaters

yes

General Pumping Arrangements

and

Oil fuel Burning Piping Arrangements

yes

SPARE GEAR. State the articles supplied:—

Two each bolts nuts for top & bottom ends and main  
 bearings, 1 set coupling bolts, 1 Yail shaft, 1 pair crank pin bearings, 1 set chequer & strap  
 slide & spindle, 24 junking pins, 1 set pins & springs for pistons & valves, 1 set pad piece  
 or one face of michell thrust, 1 air pp rod, 1 set air pp valves, 1 set metal packing for each  
 size rod, 1 set pins & lugs for feed pp. Set feed slide pp valves. 2 C.I. propeller  
 blades & studs. Pins & springs for G.S. pp. Sky feed pp & oil transfer pp. 2 main  
 & 1 aux check valve lids, 1 safety valve spring for main & donkey boiler, 1 centrifugal  
 pp impeller & shaft. Quantity of assorted bolts nuts & rivs.

The foregoing is a correct description.

Manufacturer.

FOR THE WALLSEND SLIPWAY &amp; ENGINEERING CO. LIMITED.

© 2019

Lloyd's Register  
Foundation  
DIRECTOR

W234-0065



Rpt.  
ate of  
No. An  
g. Bo  
aster  
ngines  
oilers  
omina  
IUL  
anufa  
otal H  
o. and  
sted  
rea of  
rea of  
case  
malles  
malles  
argest  
lickne  
ng. sea  
ercent  
ercent  
lickne  
ateria  
ength  
imens  
nd pla  
low ar  
ube pl  
lean p  
irders  
centr  
each  
ensile  
itch of  
orking  
lickne  
itch of  
orking  
iamete  
orking  
iamete

Dates of Survey while building  
During progress of work in shops --- 1927  
MARCH. 21. 23. APRIL. 6. 13. 22. MAY. 12. 13. 20. 23. JUNE. 3. 7. 8. 10. 14. 15. 16. 28. 29. 30.  
During erection on board vessel --- JULY. 14. 19. 20. 21. 25. 27. 29. AUGUST. 2. 4. 9. 12. 15. 18. 19. 23. 29. 30. 31.  
SEPT. 1. 14. 16. 19. 26. 27. NOV. 3.  
Total No. of visits 44.

Dates of Examination of principal parts—Cylinders 19-11-27. Slides 29-11-27. Covers 29-11-27  
Pistons 29-11-27. Piston Rods 27-11-27. Connecting rods 2-8-27.  
Crank shaft 25-11-27. Thrust shaft 23-11-27. Intermediate shafts 29-8-27.  
Tube shaft 29-8-27. Screw shaft 23-11-27. Propeller 4-9-27.  
Stern tube 29-8-27. Engine and boiler seatings 3-9-27. Engines holding down bolts 22-9-27.  
Completion of pumping arrangements 21-10-27. Boilers fixed 22-9-27. Engines tried under steam 26-10-27.  
Main boiler safety valves adjusted 26-10-27. Thickness of adjusting washers All Bls all 3/32" Dky Bls Int 3/32"  
Crank shaft material All Steel Identification Mark 395-866-13006 Thrust shaft material All Steel Identification Mark 4655 DMC.  
Intermediate shafts, material All Steel Identification Marks 4516 W.B. Tube shaft, material All Steel Identification Mark 39-27 to  
Screw shaft, material All Steel Identification Mark 500, 13070 Pac Steam Pipes, material L.W. Steel Test pressure 600 Date of Test 19-11-27 to  
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 Yes. If so, state name of vessel "British Endeavour".

General Remarks (State quality of workmanship, opinions as to class, &c.)  
The Machinery of this vessel has been built under Special Survey.  
Materials & Workmanship good. Hydraulic tests satisfactory.  
The whole of the Machinery has been efficiently installed & fixed in the vessel and was tried under steam and is in good & safe working condition and eligible in my opinion to be classed and have records.  
✱ L.M.C. 11-27. Tail Shaft C.L. Fitted for oil fuel 11-27. F.P. above 150°F.

It is submitted that  
this vessel is eligible for  
THE RECORD + LMC 11. 27. FD. CL.  
Fitted for oil fuel 11. 27 F.P. above 150°F.

W.D.  
11/11/27

William Butler.  
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 5 : 0 0 :  
Special ... £ 88 : 6 0 :  
Donkey Boiler Fee ... £ 6 : 16 0 :  
Travelling Expenses (if any) £ : :  
When applied for, 9 NOV 1927  
When received, 15-11-27

Committee's Minute TUES. 15 NOV 1927

Assigned + LMC 11:27 FD CL  
Fitted for Oil Fuel 11:27 F.P. above 150°F

NEWCASTLE-ON-TYNE