

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 11 1929

Date of writing Report 19 When handed in at Local Office - 1 JULY 1929 Port of Sunderland.

No. in Survey held at Sunderland. Date, First Survey 20<sup>th</sup> Dec 28 Last Survey 28 June 1929  
Reg. Book. on the S.S. "THE MONI" (Number of Visits 44)

built at Newcastle By whom built Northumbrian S.S. Co. Ltd. Yard No. 411 When built 1929

Engines made at Sunderland. By whom made Richardson Westgarth Engine No. 2200 when made 1929

Boilers made at Hartlepool By whom made Do Boiler No. 2200 when made 1929

Registered Horse Power Owners Rivers & Co. Ltd. Port belonging to S.S. Co.

nom. Horse Power as per Rule 426 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended General.

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 70

No. of Cylinders 25-4 1/2-70 Length of Stroke 48 No. of Cranks Three No. of Cranks Three

Crank shaft, dia. of journals as per Rule 13.70 Crank pin dia. 1 1/2 Crank webs Mid. length breadth 20 3/4 Thickness parallel to axis 8 5/8

Intermediate Shafts, diameter as per Rule 13.05 as fitted 13 5/8 Thrust shaft, diameter at collars as per Rule 13.70 as fitted 14 1/2

Tube Shafts, diameter as per Rule 14.57 as fitted 14 3/4 Is the tube screw shaft fitted with a continuous liner? Yes

Bronze Liners, thickness in way of bushes as per Rule 7.25 as fitted 3/4 Thickness between bushes as fitted reduced 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? No

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? No

If 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 end of the tube shaft? No

Propeller, dia. 17-6 Pitch 18-0 No. of Blades 4 Material Cast Iron whether Moveable No Total Developed Surface 1014 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2 Stroke 27 Can one be overhauled while the other is at work? Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2 Stroke 27 Can one be overhauled while the other is at work? Yes

Feed Pumps No. and size PAIR 4 1/2 x 7 x 2 1/2 x 12 1/2 x 5 1/2 x 15 Pumps connected to the Main Bilge Line No. and size 1, SIMPLEX 13 1/2 x 15 x 24 How driven WEIRS STEAM STEAM STEAM

Ballast Pumps, No. and size 1 @ 13 1/2 x 15 x 24 Lubricating Oil Pumps, including Spare Pump, No. and size 1

Are two independent means arranged for circulating water through the Oil Cooler? No Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 4 @ 3" & 1 @ 2 1/2"

In Holds, &c. No. 1, 4 @ 2 1/2" No. 2, 2 @ 3 1/2" No. 3, 2 @ 3" No. 4, 2 @ 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 4 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 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

That Pipes pass through the bunkers? None How are they protected? None

That pipes pass through the deep tanks? None Have they been tested as per Rule? No

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

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 7029 sq. feet

Is Forced Draft fitted? No No. and Description of Boilers Three S.E. Mult. Working Pressure 200 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 Main Boilers? Yes Auxiliary Boilers? No Donkey Boilers? No

Superheaters? No General Pumping Arrangements? Yes Oil fuel Burning Piping Arrangements? No

SPARE GEAR. State the articles supplied:— 2 connecting rods top end 2 connecting rods bottom end bolts & nuts 2 main bearings both 1 set of coupling bolts 1 set of feed & bilge pump valves a quantity of various bolts & nuts & iron of various sizes. 1 C.I. Propeller 3 1/2" Propeller shaft.

The foregoing is a correct description,  
For RICHARDSONS, WESTGARTH & Co. LIMITED

Richard H. Russell

Manufacturer.

MANAGER, SUNDERLAND WORKS.



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Lloyd's Register  
Foundation

W239-0067

1928. Dec. 20, 31. 29. Jan. 11, 17, 18, 21, 22, Feb. 4, 5, 8, 12, 18, 22, 25, 27. Mar. 1, 6, 8, 12, 27. Apr. 5, 16, 30. May. 2, 10, 13, 22, 23, 30. June 3, 6, 7, 10, 11, 12, 13, 15, 18, 19, 24, 28

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 44

Dates of Examination of principal parts—Cylinders 18/1/29 Slides 5/2/29 Covers 18/2/29

Pistons 5/2/29 Piston Rods 17/1/29 Connecting rods 28/1/29

Crank shaft 18/2/29 Thrust shaft 25/2/29 Intermediate shafts 27/2/29

Tube shaft 30/4/29 Propeller 18/3/29

Stern tube 6/2/29 Engine and boiler seatings 11/6/29 Engines holding down bolts 12/6/29

Completion of fitting sea connections 16/5/29 See Newcastle Rpt.

Completion of pumping arrangements 28/6/29 Boilers fixed 7/6/29 Engines tried under steam 18/6/29

Main boiler safety valves adjusted 18/6/29 Thickness of adjusting washers PORT 5 3/8 CENTRE 5 3/8 STARBOARD 5 5/8

Crank shaft material I-STEEL Identification Mark 1155 Thrust shaft material I-STEEL Identification Mark 1290

Intermediate shafts, material I-STEEL Identification Marks 1381, 1346, 1358 Tube shaft, material I-STEEL Identification Mark 1290 WORKING 13/5 SPARE

Screw shaft, material I-STEEL Identification Mark 13/5 SPARE Steam Pipes, material L.W. Steel Test pressure 600 LBS Date of Test 10/6/29

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 No If so, state name of vessel

**General Remarks** (State quality of workmanship, opinions as to class, &c.) The engines & boilers of this vessel have been built under special survey & the materials & workmanship are good. On completion the machinery was tried under a full head of steam with satisfactory results. The machinery throughout is now in a good & efficient condition & eligible in my opinion to have the notation **L.M.C.-6-29** & **A.S.C.-L** marked in the Society's Register Book.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 6.29 C-L.

5/7/29

*Signature*  
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee £ 5 : : When applied for, 1 JULY 1929

Special £ 53 : 7 : When received, 18.7.29

Donkey Boiler Fee £ 35 : 11 : 19.7.29

Travelling Expenses (if any) £ : : 19.7.29

Committee's Minute TUE. 9 JUL 1929

Assigned *Thurc 6.29*  
*CL*

DEFERRED WRITTEN



Certificate to be sent to SUNDERLAND

The Surveyors are requested not to write on or below the space for Committee's Minute.