

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

1929

Date of writing Report

19

When handed in at Local Office

- 1 JULY 1929

Port of

Sunderland.

No. in Survey held at
Reg. Book.

Sunderland.

Date, First Survey

20th Dec

Last Survey

28 June

1929

(Number of Visits 44)

Gross
Tons
Net

When built

1929

when made

1929

when made

1929

Built at

Newcastle

By whom built

Northumbrian & B. Co. Ltd.

Yard No.

411

Engines made at

Sunderland.

By whom made

Richardsons, Westgarth & Co. Ltd.

Engine No.

2200

Boilers made at

Hartlepool

By whom made

Do

Boiler No.

2200

Registered Horse Power

Owners

Reverend the Marquis of Londonderry

Port belonging to

Sra

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

Dia. of Cylinders

25"-4 1/2"-70"

Length of Stroke

48"

No. of Cylinders

Three

No. of Cranks

Three

Crank shaft, dia. of journals

as per Rule

13 1/2"

Crank pin dia.

14 1/2"

Crank webs

Mid. length breadth

20 3/4"

shrink

Thickness parallel to axis

8 5/8"

Thickness around eye-hole

6 5/8"

Intermediate Shafts, diameter

as per Rule

13 1/2"

as fitted

13 5/8"

Thrust shaft, diameter at collars

as per Rule

13 7/8"

as fitted

14 1/2"

Tube Shafts, diameter

as per Rule

-

as fitted

-

Screw Shaft, diameter

as per Rule

14 5/8"

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

7/16"

as fitted

3/4"

Thickness between bushes

as per Rule

not

as fitted

retained

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

Yes

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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

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If two liners are fitted, is the shaft lapped or protected between the liners

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

end of the tube shaft

No

Length of Bearing in Stern Bush next to and supporting propeller

4-11 1/2"

-

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-

Propeller, dia.

17-6"

Pitch

18-0"

No. of Blades

4

Material

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

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Bilge Pumps worked from the Main Engines, No.

2

Diameter

3 3/4"

Stroke

27"

Can one be overhauled while the other is at work

Yes

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Feed Pumps

No. and size

PAIR 9 1/2" x 7 x 2 1/2 x 10 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

STEAM.

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Ballast Pumps, No. and size

1 & 2 13 1/2" x 15" x 24"

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

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

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Suctions, connected to both Main Bilge Pumps and Auxiliary

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Bilge Pumps;—In Engine and Boiler Room

4 & 3 1/2" & 1 & 2 1/2"

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In Holds, &c.

No. 1, 40 1/2" & 2 & 3" No. 2, 2 & 3 1/2" No. 3, 2 & 3" No. 4, 2 & 3"

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

1 & 2 4 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

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

Yes

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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

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

Yes

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Are they fitted with Valves or Cocks

Yes

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Are the Overboard Discharges above or below the deep water line

Yes

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-

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

1928. Dec. 20. 31. 29. Jan. 11. 17. 18. 21. 22. Feb. 14. 15. 18. 19. 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 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

Screw 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" STAB " 5 3/8"

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

Screw shaft, material

I. STEEL

Identification Mark

1290 WORKING 13/5 SPARE

Steam Pipes, material

L.W. Steel

Test pressure

600-155°

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

The amount of Entry Fee

£ 5 : -

When applied for,

Special

£ 53 : 7

1 JULY 1929

Donkey Boiler Fee

£ 35 : 11

When received,

Travelling Expenses (if any)

£ : -

18.7.19

Signature of Engineer Surveyor

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 9 JUL 1929

Assigned

thmc 6.29

CL

CERTIFICATE WRITTEN



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