

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 10 JUN 1929

Date of writing Report 19... When handed in at Local Office 19... Port of Newcastle-on-Tyne

To. in Survey held at Willington Quay Date, First Survey and Last Survey 16 May 1929  
 Reg. Book. on the New Steel S.S. "Themoni" (Number of Visits 1)

built at Willington Quay By whom built Arthur Leeland & Co. Ltd. Yard No. 411 Tons <sup>Gross</sup> 1929  
 Engines made at Furberland By whom made Richardson Westgarth & Co. Engine No. when made "

Boilers made at " By whom made " Boiler No. when made "

Registered Horse Power Owners Kassos Steam Nav Co. Ltd. Port belonging to Gyra

Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

**ENGINES, &c.—Description of Engines**

Dia. of Cylinders	Length of Stroke	No. of Cylinders	Revs. per minute
as per Rule			No. of Cranks
as fitted	Crank pin dia.	Crank webs	Mid. length breadth
			shrunk Thickness parallel to axis
			Mid. length thickness
			Thickness around eye-hole

Intermediate Shafts, diameter as per Rule as fitted

Thrust shaft, diameter at collars as per Rule as fitted

Tube Shafts, diameter as per Rule as fitted

Screw Shaft, diameter as per Rule as fitted

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

Bronze Liners, thickness in way of bushes as per Rule as fitted

Thickness between bushes as per Rule as fitted

Is the after end of the liner made watertight in the

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

If 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 end of the tube shaft

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps { No. and size How driven } Pumps connected to the Main Bilge Line { No. and size How driven }

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

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

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room

In Holds, &c. 10 2 @ 3" 10 2 @ 3 1/2" 10 2 @ 3" 10 4 2 @ 3" Small well 2 1/2"

**MAIN WATER CIRCULATING PUMP DIRECT BILGE SUCTIONS, No. and size**

**INDEPENDENT POWER PUMP DIRECT SUCTIONS to the Engine Room Bilges, No. and size**

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

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

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

Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers

How are they protected

What pipes pass through the deep tanks

Have they been tested as per Rule

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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

**MAIN BOILERS, &c.—(Letter for record)** Total Heating Surface of Boilers

Is Forced Draft fitted

No. and Description of Boilers

Working Pressure

**IS A REPORT ON MAIN BOILERS NOW FORWARDED?**

**IS A DONKEY BOILER FITTED?** If so, is a report now forwarded?

**PLANS.** Are approved plans forwarded herewith for Shafting (If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

**SPARE GEAR.** State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



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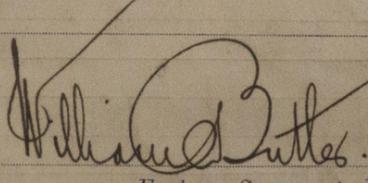
During progress of work in shops - -  
 Dates of Survey while building  
 During erection on board vessel - - -  
 Total No. of visits

Dates of Examination of principal parts—Cylinders Slides Covers  
 Pistons Piston Rods Connecting rods  
 Crank shaft Thrust shaft Intermediate shafts  
 Tube shaft Screw shaft Propeller  
 Stern tube Engine and boiler seatings 16-5-29 Engines holding down bolts  
 Completion of fitting sea connections 16-5-29  
 Completion of pumping arrangements Boilers fixed Engines tried under steam  
 Main boiler safety valves adjusted Thickness of adjusting washers  
 Crank shaft material Identification Mark Thrust shaft material Identification Mark  
 Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark  
 Screw shaft, material Identification Mark Steam Pipes, material 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 If so, state name of vessel

**General Remarks** (State quality of workmanship, opinions as to class, &c.)  
 Seacocks & valves, underwater fastenings & engine slide seatings examined & all found satisfactory.  
 The vessel will be towed to Sunderland for installation of the machinery.

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

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

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

Committee's Minute TUE. 9 JUL 1929  
 Assigned see minute on Sld R/s  
 30063