

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 13 MAY 1929

Date of writing Report 19 When handed in at Local Office 19 Port of Newcastle-on-Tyne
 No. in Survey held at Wallsend-on-Tyne Date, First Survey January 7th 1929 Last Survey May 6th 1929
 Reg. Book. on the New Steel S.S. Kingswood (Number of Visits 45) Gross 5505 Tons
 Built at Willington Quay By whom built Northumberland S. S. Coy. Ltd. Yard No. 409 Net 3076 Tons
 Engines made at Wallsend-on-Tyne By whom made North Eastern Eng. & S. Co. Ltd. Engine No. 2690 When built 1929
 Boilers made at Wallsend-on-Tyne By whom made North Eastern Eng. & S. Co. Ltd. Boiler No. 2690 when made 1929
 Registered Horse Power Owners Joseph Constantine S. S. Line Ltd. Port belonging to Middlesbrough
 Nom. Horse Power as per Rule 469 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended General Cargo, Ocean going.

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 61
 Dia. of Cylinders 24 1/2, 40 1/2, 68" Length of Stroke 45" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 13.083" as fitted 13 1/2" Crank pin dia. 13 1/2" Crank webs Mid. length breadth 1-11 1/2" Thickness parallel to axis 8 1/4"
 Intermediate Shafts, diameter as per Rule 12.46" as fitted 12 3/4" Thrust shaft, diameter at collars as per Rule 13.083" as fitted 13 1/2"
 Tube Shafts, diameter as per Rule 14.129" as fitted 14 1/4" Is the tube shaft fitted with a continuous liner yes
 Screw Shaft, diameter as per Rule 4 3/8" as fitted 4 3/8" Is the screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule 3 1/4" as fitted 3 1/4" Thickness between bushes as per Rule 5 1/4" as fitted 5 1/4" 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
 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 Oil Gland or other appliance fitted at the after end of the tube shaft no
 Propeller, dia. 18'-0" Pitch 18'-0" No. of Blades 4 Material Cast Iron whether Moveable no Total Developed Surface 104 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 2'-0" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 2'-0" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 9 1/2 x 4 x 21, 1 @ 4 1/2 x 5 1/2 x 12 Pumps connected to the { No. and size 1 @ 10 1/2 x 12 1/2 x 21 + 2 on M.E. as above
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size 1 @ 10 1/2 x 12 1/2 x 21 Lubricating Oil Pumps, including Spare Pump, No. and size none
 Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 4 @ 3" dia Drum Tank 2 @ 2 1/2"
 In Holds, &c. No 1 - 2 @ 3", No 2, 2 @ 3 1/2", No 3 - 2 @ 3", No 4 - 2 @ 3" Tunnel Well 1 @ 2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 5" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 10"
 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 below
 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 pass through the bunkers none How are they protected none
 What pipes pass through the deep tanks none Have they been tested as per Rule yes
 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 worked from top platform

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4241 #
 Is Forced Draft fitted Main Bln yes, Aux Bln no No. and Description of Boilers 2 Main 1 auxiliary 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? yes

PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
 Superheaters Standard approved General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:— one propeller one tail shaft, 2 each bolts & nuts for top & bottom ends & main bearings, 1 set coupling bolts & nuts, 1 set each spring for S. S. piston, 1 set feed & bilge pp valves 12 piston bolts, quantity of assorted bolts nuts & iron.

The foregoing is a correct description,
 of THE NORTH EASTERN MARINE ENGINEERING CO. LD.

G.R. Stephenson
 Commercial Manager

Manufacturer.



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Lloyd's Register
 Foundation

W249-0274

Dates of Survey while building: During progress of work in shops -- 1929 Jan. 3, 11, 21, 28, 29, 31. Feb. 1, 6, 7, 8, 15, 18, 21, 22, 26. Mar. 6, 11, 12, 13, 14, 19, 20, 21, 22, 26, 27, 28. Apr. 3, 4, 5. During erection on board vessel --- 2, 9, 10, 15, 16, 17, 18, 19, 22, 25, 26, 29. May 1, 2, 6. Total No. of visits 45.

Dates of Examination of principal parts: Cylinders 20-3-29 Slides 22-3-29 Covers 20-3-29. Pistons 11-3-29 Piston Rods 22-3-29 Connecting rods 22-3-29. Crank shaft 13-3-29 Thrust shaft 13-3-29 Intermediate shafts 4-4-29. Tube shaft ✓ Screw shaft 4-4-29 Propeller 3-4-29. Stern tube 22-3-29 Engine and boiler seatings 25-3-29 Engines holding down bolts 26-4-29. Completion of fitting sea connections 25-3-29 Completion of pumping arrangements 25-4-29 Boilers fixed 25-4-29 Engines tried under steam 1-5-29. Main boiler safety valves adjusted 1-5-29 Thickness of adjusting washers P.B. hold 3/16. M.B. hold 3/16. aux. hold P 1/2" 5/16". Crank shaft material Off Steel Identification Mark 2690 W.B. Thrust shaft material Off Steel Identification Mark 1231 W.B. Intermediate shafts, material Off Steel Identification Marks 1244, 1305, 1231, all W.B. Tube shaft, material ✓ Identification Mark ✓. Screw shaft, material Off Steel Identification Mark 1282 W.B. Steam Pipes, material S.S. Steel Test pressure 600 lbs Date of Test 29-4-29. 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 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 hold & was tried under steam & is in good & safe working condition and eligible in my opinion to be classed & have records. ✠ L.M.C. 50-29. Tail Shaft C.L. in the Register Book.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C 5.29. CL. 2 S.B. (FD) 1 Aux S.B.

Wm [Signature] 14.5.29
 Engineer Surveyor to Lloyd's Register of Shipping.

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 ... £ 5 : 0 : 0 } When applied for, 19. [Signature]
 Special ... £ 95 : 4 : 0 }
 Donkey Boiler Fee ... £ ✓ : } When received, 17.5.29 [Signature]
 Travelling Expenses (if any) £ ✓ : }

Committee's Minute FRI. 17 MAY 1929
 Assigned + L.M.C 5:29 [Signature]

