

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 13 MAY 1929

Date of writing Report 19 When handed in at Local Office 21 MAY 1929 Port of Newcastle-on-Tyne
 No. in Survey held at Wallsend-on-Tyne Date, First Survey January 3rd Last Survey May 6th 1929
 Reg. Book. on the New Steel S.S. Kingswood (Number of Visits 45)
 Built at Willington Quay? By whom built Northumberland S. S. Coy. Ltd. Yard No. 409 Tons Gross 5505
 Engines made at Wallsend-on-Tyne By whom made North Eastern Eng. & C. Co. Ltd. Engine No. 2690 When built 1929
 Boilers made at Wallsend-on-Tyne By whom made North Eastern Eng. & C. 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 24½", 40½", 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 13½" Crank pin dia. 13½" Crank webs Mid. length breadth 1-11½" Thickness parallel to axis 8½"
 Intermediate Shafts, diameter as per Rule 12.46" as fitted 12¾" Thrust shaft, diameter at collars as per Rule 13.083" as fitted 13½"
 Tube Shafts, diameter as per Rule 14.129" as fitted 14½" Is the shaft fitted with a continuous liner? yes
 Screw Shaft, diameter as per Rule 43" as fitted 3½" Thickness between bushes as per Rule 54" as fitted 5½" 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
 Length of Bearing in Stern Bush next to and supporting propeller 41.9"
 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 3½" 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 9½" x 4" x 21, 1 @ 7½" x 5½" x 12 Pumps connected to the Main Bilge Line No. and size 1 @ 10½" x 12½" x 21 + 2 on M.E. as above
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size 1 @ 10½" x 12½" 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. Dry Tank 2 @ 2½"
 In Holds, &c. No 1-2 @ 3", No 2, 2 @ 3½", No 3-2 @ 3", No 4-2 @ 3", Tunnel Well 1 @ 2½"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 10" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5"
 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?
 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
 (If not state date of approval)
 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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