

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

WFO. 12 MAR. 1924

Date of writing Report *March 11th 1924* When handed in at Local Office *March 11th 1924* Port of *NEWCASTLE-ON-TYNE*
 No. in Survey held at *Newcastle-on-Tyne* Date, First Survey *October 11th 23* Last Survey *March 7th 1924*
 Reg. Book. *403705* on the *Steel Screw Steamer "Oriskany"* (Number of Visits *33*)
 Built at *Wallsend* By whom built *Swan Hunter & Wigham* Yard No. *1127* Tons { Gross *1643.7*
 Engines made at *Waller* By whom made *Richardson & Linn* Engine No. *1166* when made *1924*
 Boilers made at *Waller* By whom made *do* Boiler No. *1166* when made *1924*
 Registered Horse Power Owners *Swan Hunter & Wigham Richardson & Linn* Port belonging to *Montreal*
 Nom. Horse Power as per Rule *305* Is Refrigerating Machinery fitted for cargo purposes *no* Is Electric Light fitted *yes*

ENGINES, &c.—Description of Engines

Inverted Triple Expansion
 Dia. of Cylinders *20-23-56* Length of Stroke *29"* Revs. per minute *103* No. of Cylinders *3* No. of Cranks *3*
 Dia. of Crank shaft journals as per rule *11.25"* as fitted *11.8"* Dia. of Crank pin *11.8"* Crank webs Mid. length breadth *21.98"* Thickness parallel to axis *7.8"*
 Diameter of Thrust shaft under collars as per rule *11.875"* as fitted *11.98"* Diameter of Tunnel shaft as per rule *10.6"* as fitted *10.8"* Diameter of Screw shaft as per rule *11.52"* as fitted *11.4"* Is the Screw shaft fitted with a continuous liner the whole length of the stern tube *yes* 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 joints burned *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 appliance fitted at the after end of the shaft to permit of its being efficiently lubricated *no* Length of Stern Bush *3-11"* Diameter of Propeller *13-8"*
 Pitch of Propeller *14-3"* No. of Blades *4* State whether Moveable *solid* Total Surface *56* square feet.
 No. of Feed Pumps fitted to the Main Engines *2* Diameter of ditto *3-1/2"* Stroke *22"* Can one be overhauled while the other is at work *yes*
 No. of Bilge Pumps fitted to the Main Engines *2* Diameter of ditto *3-1/2"* Stroke *22"* Can one be overhauled while the other is at work *yes*
 Total number and size of power driven Feed and Bilge Auxiliary Pumps *one pair 4" x 4 1/2" x 8" one northington Ballast pump 7 1/2" x 8 1/2" x 10"*
 No. and size of Pumps connected to the Main Bilge Line *one 7 1/2" x 8 1/2" x 10" Ballast donkey, and the 2 Engine Bilge pumps*
 No. and size of Ballast Pumps *one 7 1/2" x 8 1/2" x 10"* No. and size of Lubricating Oil Pumps, including Spare Pump *no*
 Are two independent means arranged for circulating water through the Oil Cooler *no* No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room *3-2 1/2"* *one 3" Cofferdam line in E. Room* and in Holds, &c. *2-3" Fore hold. 4-3" after hold*
one 2 1/4" Tunnel well suction. Oil Fuel Transfer Pump draws Cofferdam in Boiler room - 1-3"

No. and size of Main Water Circulating Pump Bilge Suctions *one 8"* No. and size of Donkey Pump Direct Suctions *one 3 1/2"*
 to the Engine Room Bilges *one 3 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 connections with the sea direct on the skin of the ship *yes* Are they 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 Discharge Pipes above or below the deep water line *main both below, others above, but below max draft line*
 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 are carried through the bunkers *no coal bunkers (oil only)* How are they protected *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 Screw Shaft Tunnel watertight *yes* Is it fitted with a watertight door *yes* worked from *upper deck*

MAIN BOILERS, &c.—(Letter for record .5.)

Total Heating Surface of Boilers *4600 sq. ft.*
 Is Forced Draft fitted *yes* No. and Description of Boilers *2 Horizontal cylindrical Multitubular* Working Pressure *200 lbs*

IS A REPORT ON MAIN BOILERS NOW FORWARDED? *yes*IS A DONKEY BOILER FITTED? *no*

PLANS. Are approved plans forwarded herewith for Shafting *no* Main Boilers *yes* Auxiliary Boilers *none* Donkey Boilers *none*
 (If not state date of approval)

General Pumping Arrangements *no* Oil fuel Burning Piping Arrangements *yes*

SPARE GEAR. State the articles supplied:—*3 main bearings, 2 top and 2 bottom and bolts & nuts. 6 coupling bolts and nuts, assorted bolts and nuts. 20 condenser screws. 6 piston bolts and nuts. one set of springs for each piston. one solid cast iron propeller. 1 dozen each gauge glasses and rubber rings. 2 close valve lids. 2 each bilge pump valves and seats. 1 set each feed donkey, oil fuel transfer pump & ballast donkey valves. 1 set of filtering material for filter. Bars and plates of iron assorted. 1 propeller shaft complete. 1 pair of bottom end frames. 1 air pump bucket & rod. 1 air pump head valve, seat and guard. 6 boiler tubes. 12 brass bolts and nuts. 1 pair of top and bottom. 50 condenser tubes. 2 springs for safety valves. 3 springs for escape valves. 6 air pump valves. 100 sets of condenser tube packing. 1 set of metallic packing for HP piston rod. one set of metallic packing for slide rod. Spare gear for oil burning installation:—1 set each steamer bags for each suction and discharge strainer. 1 set of thermometers. 4 burner bodies, caps. 12 burner dischargers. 1 set of fire brick gaskets for air distributors.*

The foregoing is a correct description

SWAN, HUNTER & WIGHAM RICHARDSON, LTD.

G. F. Sweet

DIRECTOR

Manufacturer.



© 2019

Lloyd's Register Foundation

W255-0293

1923. Oct 11. 12. 19. 23. 25. Jan 8. 10. 21. 22. 23. 26. 27. Feb 3. 13. 28. 1924 Jan 8. 14. 16. 23. 25.
 During progress of work in shops - - 1924. Feb 1. 4. 5. 8.
 Dates of Survey while building During erection on board vessel - - - 1924. Feb 11. 14. 19. 20. 26. March 1. 3. 4. 7.
 Total No. of visits 38

Dates of Examination of principal parts - Cylinders 28. 12. 23 + 16. 1. 24 Slides 19. 10. 23
 Covers 19. 10. 23. Pistons 16. 1. 24 Rods 16. 1. 24
 Connecting rods 16. 1. 24 Crank shaft 14. 1. 24 Thrust shaft 17. 9. 23.
 Tunnel shafts 8. 1. 24. 14. 9. 23 Screw shaft 12. 9. 23 Propeller 8. 1. 24
 Stern tube 16. 1. 24 Engine and boiler seatings 8. 2. 24 Engines holding down bolts 19. 2. 24
 Completion of pumping arrangements Boilers fixed 19. 2. 24 Engines tried under steam 7. 3. 24
 Completion of fitting sea connections 8. 2. 24 Stern tube 8. 2. 24 Screw shaft and propeller 8. 2. 24
 Main boiler safety valves adjusted 7. 3. 24 Thickness of adjusting washers *Int Boiler* *star 2" boiler*
 Material of Crank shaft steel Identification Mark on Do. 6698. MR. 14. 1. 24.
 Material of Thrust shaft " Identification Mark on Do. 6698. JD. 17. 9. 23
 Material of Tunnel shafts " Identification Marks on Do. 6636. MR. 8. 1. 24. 6698 TD. 14. 9. 23
 Material of Screw shafts " Identification Marks on Do. 6698. JD. 12. 9. 23
 Material of Steam Pipes steel Test pressure 600 lbs ✓ Date of Test 20. 2. 24
 Is an installation fitted for burning oil fuel *yes* ✓ Is the flash point of the oil to be used over 150°F. *yes* ✓
 Have the requirements of the Rules for carrying and burning oil fuel been complied with *yes* ✓
 Is this machinery duplicate of a previous case *yes* ✓ If so, state name of vessel *S.S. "Bradell"* ✓

General Remarks (State quality of workmanship, opinions as to class, &c. *This vessels machinery has been examined during construction, and the materials and workmanship are good, and in accordance with the requirements of the rules and the approved plans.*

on completion it was submitted to a steam trial with satisfactory results, when the safety valves were adjusted to the working pressure. It is therefore eligible in our opinion to be classed in the Register Book with the notation of + LMC. 3. 24. Fitted for oil fuel 3. 24. F.P. above 150°F.

It is submitted that
 this vessel is eligible for
THE RECORD. + LMC 3. 24. FD. CL.
 Fitted for oil fuel 3. 24. F.P above 150°F.

MS. JWD
 12/3/24

CERTIFICATE WRITTEN
 12/3/24

The amount of Entry Fee ... £ 5 :
 Special ... £ 70 : 15 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 8/3/1924
 When received, 10/3/1924

Maurice Peterson & L. G. Shallercross
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRIMAR 14 1924
 Assigned + LMC 3. 24
 F. D. C. L.
 Fitted for oil fuel 3. 24
 F.P. above 150°F.