

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

TUE. 4 MAR. 1924

Date of writing Report

19

When handed in at Local Office

1/3/1924 Port of

NEWCASTLE-ON-TYNE

No. in Survey held at Newcastle

Date, First Survey 24<sup>th</sup> April 1923 Last Survey 22<sup>nd</sup> February 1924

Reg. Book.

40371 on the Steel S. OVERSTONE

(Number of Visits 35)

Tons Gross 5205

Net 3747

Built at Newcastle

By whom built Northumberland S. B. Co. Ltd.

Yard No. 384

When built 1924

Engines made at Newcastle

By whom made North Eastern Marine Eng. Co. Ltd. Engine No. 2545 when made 1924

Boilers made at do.

By whom made do.

Boiler No. do when made 1924

Registered Horse Power

Owners (J. B. Radcliffe &amp; Co. Mgrs.)

Port belonging to Cardiff.

Nom. Horse Power as per Rule 381 ✓

Is Refrigerating Machinery fitted for cargo purposes No. ✓

Is Electric Light fitted Yes ✓

## ENGINES, &amp;c.—Description of Engines

Inverted triple expansion ✓

Dia. of Cylinders 25-41-68" ✓ Length of Stroke 48" ✓ Revs. per minute 600 ✓ No. of Cylinders 3 ✓ No. of Cranks 3 ✓

Dia. of Crank shaft journals as per rule 13.33" ✓ as fitted 14" ✓ Dia. of Crank pin 14" ✓ Crank webs Mid. length breadth 22 3/4" ✓ Mid. length thickness 8 1/2" ✓ shrunk Thickness parallel to axis 8 1/2" ✓ Thickness around eye-hole 6 1/2" ✓

Diameter of Thrust shaft under collars as per rule 13.33" ✓ as fitted 14" ✓ Diameter of Tunnel shaft as per rule 12.695" ✓ as fitted 13 1/4" ✓ Diameter of Screw shaft as per rule 14.18" ✓ as fitted 15 1/2" ✓ 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 ✓ 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated No ✓

Length of Stern Bush 5'-6" ✓

Diameter of Propeller 17'-3" ✓

Pitch of Propeller 17'-3" ✓ No. of Blades 3 ✓ State whether Moveable No ✓ Total Surface 92 sq. ✓ square feet.

No. of Feed Pumps fitted to the Main Engines 2 ✓ Diameter of ditto 4" ✓ Stroke 26" ✓ Can one be overhauled while the other is at work Yes ✓

No. of Bilge Pumps fitted to the Main Engines 2 ✓ Diameter of ditto 4 1/2" ✓ Stroke 26" ✓ Can one be overhauled while the other is at work Yes ✓

Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 main Engines one Ballast pump ✓

No. and size of Pumps connected to the Main Bilge Line 2 main Engines one Ballast pump ✓

No. and size of Ballast Pumps One - 9"x11"x10" ✓ No. and size of Lubricating Oil Pumps, including Spare Pump None ✓

Are two independent means arranged for circulating water through the Oil Cooler ✓ No. and size of suction connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 2 3/2" ✓ and in Holds, &amp;c. No. 1 Hold 2 3/2" No. 2 Hold and

Cross Bunker 2 3/2" No. 3 Hold 2 3/2" No. 4 Hold 2 3/2" Tunnel well one - 2 1/2" ✓

No. and size of Main Water Circulating Pump Bilge Suctions One 9" ✓ No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges One 4 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 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 are carried through the bunkers 2 main Bilge Suctions ✓ How are they protected wood cased ✓

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 Steering Eng. Platform

## MAIN BOILERS, &amp;c.—(Letter for record 5 ✓) Total Heating Surface of Boilers 6330 sq. ft.

Forced Draft fitted No ✓ No. and Description of Boilers 3 Single End Cyl. Mull. Working Pressure 180 lbs. ✓

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes ✓

IS A DONKEY BOILER FITTED? No ✓ If so, is a report now forwarded? ✓

PLANS. Are approved plans forwarded herewith for Shafting No ✓ Main Boilers Yes ✓ Auxiliary Boilers ✓ Donkey Boilers ✓

General Pumping Arrangements See Ship Report

Oil fuel Burning Piping Arrangements None ✓

SPARE GEAR. State the articles supplied:— 2 Top End Bolts &amp; Nuts ✓ 2 Bottom End Bolts &amp; Nuts ✓ 2 main Bearing Bolts ✓

One set Coupling Bolts ✓ set of feed &amp; bilge pump valves ✓ Quantity of assorted Bolts Nuts &amp; washers ✓

Cast Iron Propeller - Screw Shaft - 50 Condenser females - 3 Condenser tubes - 12 piston bolts - 6 bolts, tubes

set pump valves for ballast donkey - set pump valves for feed donkey -

The foregoing is a correct description

THE NORTH EASTERN MARINE ENGINEERING CO., LTD.

Manufacturer.

Secretary.



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Lloyd's Register  
Foundation

W259-0040

1923  
Apr. 24 May 7 June 20 July 5 9 12 27 Aug. 15 16 22 25 29 31 Sep. 7 17 18 25 Oct. 2 5 16 26 Nov.  
1924  
7 8 20 23 Dec. 4 5 11 21 Jan. 30 Feb. 12 15 18 22  
During progress of work in shops - -  
During erection on board vessel - - -  
Total No. of visits 35

Dates of Examination of principal parts - Cylinders 23-11-23 Slides 23-11-23  
Covers 23-11-23 Pistons 16-10-23 Rods 16-10-23  
Connecting rods 16-8-23 Crank shaft 26-9-23 Thrust shaft 24-4-23  
Tunnel shafts 27-7-23 Screw shaft 31-8-23 Propeller 26-9-23  
Stern tube 4-12-23 Engine and boiler seatings 30-1-24 Engines holding down bolts 18-2-24  
Completion of pumping arrangements 22-2-24 Boilers fixed 18-2-24 Engines tried under steam 22-2-24  
Completion of fitting sea connections 30-1-24 Stern tube 30-1-24 Screw shaft and propeller 30-1-24  
Main boiler safety valves adjusted 22-2-24 Thickness of adjusting washers BORT BLR. P. 5 1/16 CENTRE BLR. P. 3 1/8 5 1/16 STAR BLR. P. 5 7/16  
Material of Crank shaft S.M. STEEL Identification Mark on Do. 6534 N.  
Material of Thrust shaft S.M. STEEL Identification Mark on Do. 6534 N.  
Material of Tunnel shafts S.M. STEEL Identification Marks on Do. 6534 N.  
Material of Screw shafts S.M. STEEL Identification Marks on Do. 6534 N.  
Material of Steam Pipes S.D. Copper Test pressure 360 lbs. Date of Test 15.2.24  
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 Yes If so, state name of vessel "Snowdon" (C 2541)

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed under Special Survey. The workmanship & materials are good and good. It was efficiently installed on board and tried out under steam with satisfactory results. The Boiler Safety valves were adjusted under steam. In my opinion the vessel is eligible for second L.M.C.Z. 24. C.L. in the Society's Register Book.

It is submitted that  
this vessel is eligible for  
THE RECORD. + LMC 2.24. CL.

C.S. J.W.D.  
6/3/24

The amount of Entry Fee ... £ 5 : :  
Special ... £ 82 : 3 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 3 MAR 1924  
When received, 1924

Committee's Minute

Assigned

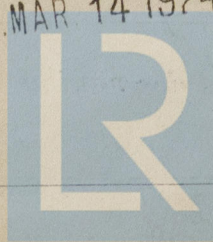
COMD 71924

+ L.M.C. 2, 24

C.L.

R. Lee Amess  
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. MAR 14 1924



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