

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 15 APR 1929

Date of writing Report 19 _____ When handed in at Local Office 13-4-1929 Port of Newcastle-on-Tyne.
 No. in Survey held at Wallsend-on-Tyne. Date, First Survey May 14th 1928 Last Survey April 12th 1929
 Reg. Book. on the New Steel S.S. Jarmsum (Number of Visits 80) Tons Gross 5340
Net 5089
 Built at Capelle & Yssel By whom built A. Kuyk & Zonen Yard No. 565 When built 1929
 Engines made at Wallsend-on-Tyne By whom made North Eastern Marine & Shipbuilding Engine No. 2670 when made 1929
 Boilers made at Wallsend-on-Tyne By whom made North Eastern Marine & Shipbuilding Boiler No. 2670 when made 1929
 Registered Horse Power _____ Owners _____ Port belonging to Amsterdam.
 Nom. Horse Power as per Rule 549 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 Quadruple expansion. Revs. per minute 63
 Dia. of Cylinders 24x34x49x41 Length of Stroke 48 No. of Cylinders 4 No. of Cranks 4
 Crank shaft, dia. of journals as per Rule 13.86" Crank pin dia. 14 1/4" Crank webs 2-0 1/4" Mid. length breadth 9" Thickness parallel to axis 4 1/8"
 Intermediate Shafts, diameter as per Rule 13.7" as fitted 13 3/8" Thrust shaft, diameter at collars as per Rule 13.86" as fitted 14 1/4" Thickness around eye-hole 4 1/8"
 Tube Shafts, diameter as per Rule 14.74" as fitted 15" Is the tube screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule 2 1/4" as fitted 2 1/4" Thickness between bushes as per Rule 5.61" as fitted 9/16" 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 yes
 Propeller, dia. 18-6" Pitch 19-0" No. of Blades 4 Material Brass whether Moveable no Total Developed Surface 110 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 26" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 26" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 2 @ 10 1/2 x 8 x 24" Pumps connected to the Main Bilge Line { No. and size 1 @ 10 x 12 x 10
 How driven Steam How driven Steam
 Ballast Pumps, No. and size 1 @ 10 x 12 x 10 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.
 In Holds, &c. No 1 Hold 2 @ 3", No 2 Hold 2 @ 3" No 3 Hold 2 @ 3" No 4 Hold 2 @ 3"
 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 yes
 What pipes pass through the deep tanks Bilge suction 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 8) Total Heating Surface of Boilers 8004 sq ft
 Is Forced Draft fitted yes No. and Description of Boilers Three single ended Working Pressure 220 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 shaft, 1 cast iron propeller, Two each belts & nuts for top & bottom ends & main bearings, 1 set coupling bolts, 1 set springs for I.P. piston, 2 feed pp valves, 2 bilge pp valves, assorted bolts nuts & iron, 2 feed pp valves, 2 bilge pp valves, 1 set aux feed pp valves, 1 set ball ast pp valves, 1 set main feed pp valves.

The foregoing is a correct description,

THE NORTH EASTERN MARINE ENGINEERING CO. LTD.
W. Campbell Thomas
SECRETARY

Manufacturer.



© 2020
Lloyd's Register
Foundation
W396-0210

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

