

## 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  
Reg. Book.Date, First Survey May 14<sup>th</sup> 1928 Last Survey April 12<sup>th</sup> 1929

(Number of Visits 80.)

on the New Steel S.S. Steamship

Gross 5340  
Net 5089

Built at Capelle &amp; Yssel By whom built A. Kuyk &amp; Zonen

Yard No. 565

When built 1929

Engines made at Wallsend-on-Tyne

By whom made North Eastern Marine &amp; Engineering Co. Ltd.

Engine No. 2670

when made 1929

Boilers made at Wallsend-on-Tyne

By whom made North Eastern Marine &amp; Engineering Co. Ltd.

Boiler No. 2670

when made 1929

Registered Horse Power 549

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, &amp;c.—Description of Engines

Quadruple Expansion.

Revs. per minute 63

Dia. of Cylinders 24" x 34" x 49" x 71"

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

Mid. length breadth 2-0 1/4"

Thick. 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"

Tube Shafts, diameter as per Rule 14.74"

Screw Shaft, diameter as per Rule 15"

Is the tube 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 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 no Length of Bearing in Stern Bush next to and supporting propeller 5'-3"

Propeller, dia. 18'-6" Pitch 19'-0" No. of Blades 4 Material Bronze 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 7 1/2" Pumps connected to the Main Bilge Line No. and size 1 @ 10" x 12" x 10"

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 1 @ 3" dia. 10 1/2" Hold 2 @ 3", 10 1/2" Hold 2 @ 3", 10 1/2" Hold 2 @ 3", 10 1/2" Hold 2 @ 3"

In Holds, &amp;c. Tunnel well 1 @ 3" Drift tank 2 @ 3 1/2"

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 Have they been tested as per Rule yes

What pipes pass through the deep tanks Bilge suction 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, &amp;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 belt &amp; nuts for top &amp; bottom ends &amp; main bearings, 1 set coupling bolts, 1 set springs for S.P. piston.

2 feed pp valves, 2 bilge pp valves, Assorted bolts nuts &amp; wire, 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.

Manufacturer.

SECRETARY.



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Lloyd's Register  
Foundation

W396-0210



1928 May 14 June 4 6 18 July 2 3 9 18 23 31 Aug 16 31 Sep 3 8 11 14 17 18 21 22 Oct 2 4 10 11 16  
17 23 24 31 Nov 5 13 14 21 26 29 30 Dec 4 10 13 14 17 18 19 20 21 25 31  
1929 Jan 3 7 8 9 11 14 17 22 23 24 25 28 30 31 Feb 1 5 7 8 11 12 14 22 Mar 12 13 14 15 20 22  
26 Apr 4 9 10 12

Dates of Survey while building

During progress of work in shops - -  
During erection on board vessel - - -

Total No. of visits

80.

Dates of Examination of principal parts—Cylinders

8-1-29

Slides

2-10-28

Covers

4-12-28

Pistons

4-12-28

Piston Rods

18-12-28

Connecting rods

14-10-28

Crank shaft

1-11-28

Thrust shaft

18-9-28

Intermediate shafts

16-10-28

Tube shaft

✓

Screw shaft

28-12-28 + 31-12-28

Propeller

18-2-29

Stern tube

8-1-29

Engine and boiler seatings

Rotterdam

Engines holding down bolts

22-3-29

Completion of fitting sea connections

Rotterdam

Completion of pumping arrangements

26-3-29

Boilers fixed

26-3-29

Engines tried under steam

4-4-29

Main boiler safety valves adjusted

4-4-29

Thickness of adjusting washers

F4A 2" 1/2, F2A 1 1/2, F2A 1 1/2, F2A 1 1/2, F2A 1 1/2, F2A 1 1/2

Crank shaft material

OH Steel

Identification Mark

2640 W.B.

Thrust shaft material

OH Steel

Identification Mark

2284 W.B.

Intermediate shafts, material

OH Steel

Identification Marks

2288, 2289, 2290, 2301, 2302, all W.B.

Tube shaft, material

✓

Identification Mark

✓

Screw shaft, material

OH Steel

Identification Mark

2285, 2286 W.B.

Steam Pipes, material

S.D. Steel

Test pressure

660

Date of Test

20-3-29

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 & fired in the vessel & was tried under steam and is in good & safe working condition and eligible in my opinion to be classed and have records. ✕ L.M.C. 4-29. Tail shaft C.L.

It is submitted that this vessel is eligible for THE RECORD.

+ L.M.C. 4.29. C.L. F.D.

4Rm

17.4.29

The amount of Entry Fee

£ 6 0 0

Special

£ 102 9 0

Donkey Boiler Fee

£

✓

Travelling Expenses (if any)

£

✓

When applied for,

15 APR 1929

When received,

8.5.29

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

thine 4.29

20

C.L.

CERTIFICATE WRITTEN



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