

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office AUG 1930

Date of writing Report 19 1930 When handed in at Local Office 15th Aug 1930 Port of Newcastle-on-Tyne
 No. in Survey held at Wallsend-on-Tyne Date First Survey 17 Jan Last Survey 15th Aug 1930
 Reg. Book. on the New Steel S.S. "Holmside" (Number of Visits 40)
 Built at Blyth By whom built Cowpen, D. & S. B. Co. Ltd Yard No. 248 Tons Gross 3433
Net 2038
 Engines made at Wallsend By whom made North Eastern M.E. Co. Ltd Engine No. 2756 When built 1930
 Boilers made at Wallsend By whom made North Eastern M.E. Co. Ltd Boiler No. 2756 when made 1930
 Registered Horse Power _____ Owners _____ Port belonging to _____
 Nom. Horse Power as per Rule 298 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 65
 Dia. of Cylinders 20"-28"-40"-58" Length of Stroke 42 No. of Cylinders 4 No. of Cranks 4
 Crank shaft, dia. of journals as per Rule 11.49" as fitted 12.8" Crank pin dia. 12.8" Crank webs Mid. length breadth 20 3/4" Thickness parallel to axis 4 1/2"
 Mid. length thickness 4 1/2" Thickness around eye-hole 6 1/8"
 Intermediate Shafts, diameter as per Rule 11.23" as fitted 11 3/8" Thrust shaft, diameter at collars as per Rule 11.49" as fitted 12 1/8"
 Tube Shafts, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule 12.605 as fitted 13 1/8" Is the screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule .688" as fitted 3/4" Thickness between bushes as per Rule .511" as fitted 5/8" 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 ✓
 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 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 4'-4 1/4"
 Propeller, dia. 16'-6" Pitch 14'-0" No. of Blades 4 Material Cast Iron whether Movable no Total Developed Surface 84 1/2 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 1'-9" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 1'-9" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 2 @ 6"x6 1/2"x15", 1 @ 6"x4"x6" Pumps connected to the { No. and size 2 @ 3 1/2"x1'-9" / 2 @ 8"x10"x10"
 How driven Steam / Steam Main Bilge Line { How driven Main Engines / Steam
 Ballast Pumps, No. and size 2 @ 8"x10"x10" Lubricating Oil Pumps, including Spare Pump, No. and size none
 Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 4 @ 3" / Tunnel well 1 @ 2 1/2"
 In Holds, &c. nos 1 & 2, 2 @ 3" / nos 3 & 2 @ 2 1/2" / nos 4 & 2 @ 3" / nos 5 & 2 @ 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 8"
 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 main helms
 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 hold suction How are they protected wood cased
 What pipes pass through the deep tanks none Have they been tested as per Rule ✓
 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 3) Total Heating Surface of Boilers 4968 #
 Is Forced Draft fitted no No. and Description of Boilers Two single ended. Working Pressure 225 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 ✓
 Superheaters standard approved General Pumping Arrangements yes Oil fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied:—Two each bolts & nuts for top & bottom ends & main bearings, 1 set coupling bolts, 4 eng feed pump valves, 4 eng bilge pump valves, 1/2 set aux feed pp valves, 1 set ballast pp valves, 12 piston bolts, 9 cyl cover studs, 1 set trans bottom nut for each piston, 1 set coach springs for S.P. piston, 1 air pp rod, 1 set valves for air pp, 3 main & 2 aux feed check valve lids, Quantity of assorted bolts nuts & iron.

The foregoing is a correct description
THE NORTH EASTERN MARINE ENGINEERING CO., LTD.

Walter H. Allen
MANUFACTURER



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W42-0059

NOTE.—The words which do not apply should be deleted.

1930
 Jan. 17. 30. Feb. 5. 19. Mar. 9. 20. 28. Apr. 9. 11. 25. May 14. 19. 26. 28. 29. 30. June 2. 4.
 5. 7. 12. 16. 17. 18. 20. 23. July 1. 2. 3. 4. 7. 10. 11. 12. 14. 17. 18. 21. 25. Aug. 1.

Dates of Survey while building
 Total No. of visits

40.

Dates of Examination of principal parts—Cylinders 4-6-30 Slides 4-6-30 Covers 4-6-30
 Pistons 4-6-30 Piston Rods 14-6-30 Connecting rods 17-6-30
 Crank shaft 16-6-30 Thrust shaft 5-6-30 Intermediate shafts 16-6-30
 Tube shaft ✓ Screw shaft 5-6-30 Propeller 18-6-30
 Stern tube 2-6-30 Engine and boiler seatings 24.6.30 Engines holding down bolts 14-4-30
 Completion of fitting sea connections 11.6.30
 Completion of pumping arrangements 21-4-30 Boilers fixed 14-4-30 Engines tried under steam 21-4-30
 Main boiler safety valves adjusted 21-4-30 Thickness of adjusting washers P.B. 5/16 5/8 Super 5/16. S.B. P 1/16 5/8 Super 5/32
 Crank shaft material O.H. Steel Identification Mark 2756 W.P. Thrust shaft material O.H. Steel Identification Mark 3746 R.W.F.
 Intermediate shafts, material O.H. Steel Identification Marks 3614 (4) 3689 R.W.F. + W.P. Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material O.H. Steel Identification Mark 3637 R.W.F. Steam Pipes, material S.D. Steel Test pressure 6 1/2 Date of Test 14-4-30
 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 & tried in the vessel and tried under steam and is in good & safe working condition & eligible in my opinion to be classed & have records
 ✠ L.M.C. 8-30 Yail Shaft C.L. in the Register Book.

It is submitted that this vessel is eligible for THE RECORD + L.M.C. 8.30 C-L

W.P.R. 6/8/30

Newcastle-on-Tyne

The amount of Entry Fee ... £ 4 : 0 : 0
 Special ... £ 69 : 14 : 0
 Donkey Boiler Fee ... ✓
 Travelling Expenses (if any) £ ✓

When applied for, - 5 AUG 1930

When received, 12/8/30

William Buttes, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 12 AUG 1930

Assigned

+ L.M.C. 8.30

CERTIFICATE WRITTEN



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