

Rpt. 4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

No. 77717

Date of writing Report

19

When handed in at Local Office

2/4/1924 Port of

Received at London Office

THU 3 APR 1924

No. in Survey held at
Reg. Book.

Newcastle

Date, First Survey 24 April 1923 Last Survey 2 April 1924

39579 on the

JAMESON

(Number of Visits 45)

Built at Newcastle

By whom built

Mr. Nelson & Co. Ltd.

Yard No. 221

Tons } Gross 3520
Net 2150

When built 1924

Engines made at Newcastle

By whom made North Eastern Marine Eng. Co. Ltd. Engine No. 2527

when made 1924

Boilers made at Newcastle

By whom made North Eastern Marine Eng. Co. Ltd. Boiler No. 2527

when made 1924

Registered Horse Power

Owners Kaye Str. Nav. Co. Ltd.

Port belonging to London

Nom. Horse Power as per Rule 370

Is Refrigerating Machinery fitted for cargo purposes No.

Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines

Inverted Triple Expansion

Dia. of Cylinders 25" 41" 68" Length of Stroke 45" Revs. per minute 58½ No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 13.02" as fitted 12¾" Dia. of Crank pin 13¼" Crank webs Mid. length breadth 20¾" Mid. length thickness 8¾" Thickness parallel to axis 8¾" Thickness around eye-hole 6¾"
 Diameter of Thrust shaft under collars as per rule 13.02" as fitted 12¾" Diameter of Tunnel shaft as per rule 12.4" as fitted 12½" Diameter of Screw shaft as per rule 14.29" as fitted 14¾" 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 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated No

Pitch of Propeller 19'0" No. of Blades 4 State whether Moveable No Total Surface 100 square feet.

No. of Feed Pumps fitted to the Main Engines None Diameter of ditto Stroke 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" Stroke 24" Can one be overhauled while the other is at work Yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps 4—Two Halls' feed 1 Ballast 9" x 11" x 10" 1 Duplex feed 7½" x 5" x 6"

No. and size of Pumps connected to the Main Bilge Line 3 Main Engine rams 4" x 24" Ballast 9" x 11" x 10"

No. and size of Ballast Pumps One 9" x 11" x 10" No. and size of Lubricating Oil Pumps, including Spare Pump None

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

Bilge Pumps;—In Engine and Boiler Room 3—2¾" and in Holds, &c. No. 1 Hold 2—2¾" No. 2 Hold 2—2¾"

No. 3 Hold 2—2¾" No. 4 Hold 2—2¾" Tunnel well 1—2¾"

No. and size of Main Water Circulating Pump Bilge Suctions One 8" No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges One 4¾" 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

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 Tunnel 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

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

Total Heating Surface of Boilers 6165 sq ft

Forced Draft fitted No No. and Description of Boilers 3 Single-End Cyl. Mult. 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 None Donkey Boilers

General Pumping Arrangements See Ship Report Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

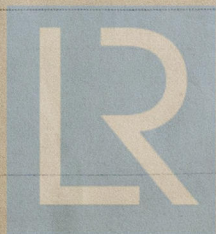
One Propeller Shaft 50 Condenser ferrules Impeller Shaft for circulating pump
 One C.I. Propeller 10 Condenser tubes Main Bearings for
 2 Bottom End Bolts & Nuts One Set Aux. Feed pump valves
 2 Top End Bolts & Nuts One Set Ballast pump valves
 2 Main Bearing Bolts & Nuts One Set Main Feed pump valves
 6 Coupling Bolts 12 piston Bolts
 1/2 Set Coach Springs for piston rings 2 Thrust pads
 2 Bilge pump valves Assorted Bolts, Nuts & Screws.

The foregoing is a correct description

THE NORTH EASTERN MARINE ENGINEERING CO., LTD.

Manufacturer.

Secretary.



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Lloyd's Register
Foundation

W443-0017

1923
Apl. 24. 30. May 5. 7. 17. June 1. 7. 12. 20. July 3. 12. 27. Aug. 3. 14. 16. 22. 29. Sep. 7. 18. Oct. 5. 16. 26.
1924
Nov. 8. 20. 30. Dec. 12. 14. 19. Jan. 3. 7. 10. 18. 22. 28. 31. Feb. 5. 7. 21. 29. Mar. 3. 5. 6. 11. 28. Apl. 2.
During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 45

Dates of Examination of principal parts - Cylinders 18. 8. 73 3. 1. 24 Slides 31. 1. 24
Covers 3. 1. 24 Pistons 7. 1. 24 Rods 7. 5. 73
Connecting rods 3. 7. 23 Crank shaft 27. 7. 73 Thrust shaft 17. 5. 73
Tunnel shafts 3. 7. 73 Screw shaft 18. 9. 73 Propeller 21. 2. 24
Stern tube 30. 11. 73 Engine and boiler seatings 31. 1. 24 Engines holding down bolts 5. 3. 24
Completion of pumping arrangements 11. 3. 24 Boilers fixed 29. 2. 24 Engines tried under steam 11. 3. 24
Completion of fitting sea connections 31. 1. 24 Stern tube 31. 1. 24 Screw shaft and propeller 29. 2. 24
Main boiler safety valves adjusted 11. 3. 24 Thickness of adjusting washers *in BL. P 16" S 1 3/32" Centre BL. P 5 9/16" Star BL. P 1 1/2" S 1/4"*
Material of Crank shaft *S. M. Steel* Identification Mark on Do. 6495 N. M.R.
Material of Thrust shaft *S. M. Steel* Identification Mark on Do. 6493 N. R.L.A.
Material of Tunnel shafts *S. M. Steel* Identification Marks on Do. 6493 N. R.L.A.
Material of Screw shafts *S. M. Steel* Identification Marks on Do. 6493 N. M.R.
Material of Steam Pipes *S. M. Steel* Test pressure 540 lbs. Date of Test 3. 3. 24 6. 3. 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 *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 constructed under special survey. The materials and workmanship are sound and good. It has been efficiently installed on board and the main and auxiliary machinery have been tried out at a moving trial with satisfactory results. The vessel is eligible, in my opinion, for notation in the Society's Register Book.* L.M.C.H. 24 C.L.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 4. 24. CL.

CERTIFICATE WRITTEN
8. 4. 24

The amount of Entry Fee ... £ 80 : 10
Special ... £ 5 :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ :
When applied for, 28/3/1924
When received, 28/3/1924

Committee's Minute TUE. 8 APR. 1924
Assigned + L.M.C.H. 4. 24
C.L.



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