

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

NEWCASTLE ON TYNE

23 SEP 1927

Date of writing Report 21st Sept 1927 When handed in at Local Office 21st Sept 1927 Port of St Peter's - Hebburn

No. in Survey held at St Peter's - Hebburn Date, First Survey 1st March 1927 Last Survey 20th Sept 1927
 Reg. Book. 42966 on the S.S. Prelawny (Number of Visits 72)

Built at Hebburn on Tyne By whom built R. & W. Hawthorn Leslie & Co Ltd Yard No. 546 Tons { Gross 4689 Net 2876 When built 1927

Engines made at St Peter's on Tyne By whom made do Engine No. 3668 when made 1927

Boilers made at do By whom made do Boiler No. 3668 when made 1927

Registered Horse Power 470 Owners Hamm, S. & Co Ltd Port belonging to London

Nom. Horse Power as per Rule 470 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended Foreign

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 71

Dia. of Cylinders 26" 43 1/2" 73" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 14.07 Crank pin dia. 14 1/4" Crank webs 21" Mid. length breadth 8 13/16" Thickness parallel to axis 5 13/16"

Intermediate Shafts, diameter as per Rule 13.4 Thrust shaft, diameter at collars as per Rule 14.07

Tube Shafts, diameter as fitted 13 3/4" Screw Shaft, diameter as per Rule 14.82 Is the screw shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 3/4" Thickness between bushes as per Rule 9/16" Is the after end of the liner made watertight in the propeller boss yes

Propeller, dia. 18'-0" Pitch 17'-6" No. of Blades 4 Material Bronze whether Movable no Total Developed Surface 105 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 28" Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 28" Can one be overhauled while the other is at work yes

Feed Pumps { No. and size two 9 1/2" x 7" x 18" Pumps connected to the { No. and size one ballast, 9" x 10 1/2" x 10"

Ballast Pumps, No. and size one 9" x 10 1/2" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size ✓

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 ✓

In Holds, &c. two 3 1/2" in each hold and one 2 1/4" in tunnel well

Main Water Circulating Pump Direct Bilge Suctions, No. and size one, 5" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 4 3/4"

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 above

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 those to forward holds How are they protected Wood Coaming

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 ER platform

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 7830 sq. ft.

Is Forced Draft fitted no No. and Description of Boilers 3 Single Ended Working Pressure 200 lbs sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes

PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers None Donkey Boilers yes

Superheaters None General Pumping Arrangements yes Oil fuel Burning Piping Arrangements None

SPARE GEAR. State the articles supplied: two top & 2 bottom end bolts & nuts; 2 main bearing bolts & nuts; a set of 22 campling bolts & nuts; a set of feed & bilge pump valves; assorted bolts & nuts; a few bars of iron; one c iron propeller; 1 propeller shaft; one set piston rod & valve rod packing; 2 pins top end bushes; one pair bottom end bushes; one impeller shaft for circulating pump; 30 condenser tubes & 60 ferrules; 6 boiler tubes; one set of HP piston rings & springs; one set hot well pump suction & delivery valves etc.

The foregoing is a correct description



Manufacturer.



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

1927. MAR. 1. 2. 4. 7. 10. 14. 15. 18. 22. 24. 28. 29. 30. APRIL. 5. 7. 8. 12. 14. 21. 25. 27. 29.
 DURING PROGRESS OF WORK IN SHOPS - -
 DATES OF SURVEY WHILE BUILDING - - -
 DURING ERECTION ON BOARD VESSEL - - -
 Total No. of visits 72.

Dates of Examination of principal parts—Cylinders 8-12-21-25-29/4/27 Slides 21/4 - 3/5/27 Covers 8/4-12/4/27
 Pistons 7/4, 21/4, 25/4, 27/4, 29/4/27 Piston Rods 18/3, 12/4, 21/4, 25/4, 27/4/27 Connecting rods 18/3, 12/4, 21/4, 25/4, 27/4, 3/5/27
 Crank shaft *None at Hullmouth* Thrust shaft 27/4, 17/5, 20/5, 31/5/27 Intermediate shafts 27/4, 29/4, 17/5/27
 Tube shaft *None* Screw shaft 27/4, 29/4, 17/5/27 Propeller 16/8/27
 Stern tube 18/7, 10/8/27 Engine and boiler seatings 18/7, 9/9/27 Engines holding down bolts 25/8, 29/8, 9/9/27
 Completion of pumping arrangements 13/9/27 Boilers fixed 25/8, 29/8/27 Engines tried under steam 13/9/27
 Main boiler safety valves adjusted 13/9/27 Thickness of adjusting washers 13/32, 23/64, C.B. 25/64, 25/64, Star B. 13/32, 13/32
 Crank shaft material *M Steel* Identification Mark *HK. 12/5/27* Thrust shaft material *M Steel* Identification Mark *25/4/27*
 Intermediate shafts, material *M Steel* Identification Marks *EM 17/5/27* Tube shaft material *None* Identification Mark *None*
 Screw shaft, material *M Steel* Identification Mark *EM 17/5/27* Steam Pipes, material *Copper* Test pressure 400 lbs Date of Test 9/5, 12/5, 27/5/27
 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, the materials and workmanship are of good quality, it has been securely fitted on board and satisfactorily tried under a full speed trial in the North Sea. (Speed 11 knots).*

The machinery of this vessel is now in my opinion eligible for record i.e. L.M.C. 9. 27 (in red) in the register book.

4 Boiler plans, plan of general pumping arrangements, plan of crank shaft, forging reports & invoices of steel, furnaces, pipes etc now forwarded.

It is submitted that this vessel is eligible for THE RECORD. + LMC 9. 27. CL.

George Murdoch
 Engineer Surveyor to Lloyd's Register of Shipping.
 23/9/27
 CERTIFICATE WRITTEN.

The amount of Entry Fee ... £ 5 : 0 :
 Special ... £ 95 : 10 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 14/9/1927
 When received, 17/9/1927

Committee's Minute TUES. 27 SEP 1927

Assigned + LMC 9. 27 CL.

Certificate to be sent to NEWCASTLE-ON-TYNE