

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 19 JUN 1936

Date of writing Report

19

When handed in at Local Office

18 JUNE 1936

Port of

Sunderland

No. in Survey held at

Sunderland

Date, First Survey 1935 - Dec. 11.

Last Survey June 14

19 36

Reg. Book

on the

Screw Steamer

"FULHAM II"

(Number of Visits 51)

Tons { Gross
Net

Built at

Burntisland

By whom built

Burntisland S.B. Co. Ltd

Yard No. 194

When built 1936

Engines made at

Sunderland

By whom made

North Eastern Max. Eng. Co. Ltd

Engine No. 2830

When made 1936

Boilers made at

Sunderland

By whom made

North Eastern Max. Eng. Co. Ltd

Boiler No. 2830

When made 1936

Registered Horse Power

Owners Fulham Borough Council

Port belonging to

Nom. Horse Power as per Rule 185

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Yes.

Trade for which Vessel is intended

Coasting

ENGINES, &c.—Description of Engines

Triple Expansion

Revs. per minute 82

Dia. of Cylinders

16 1/2 x 27 1/2 x 46

Length of Stroke

33

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 9.164

Crank pin dia.

9 1/2

Crank webs

Mid. length breadth 1 3/4

Mid. length thickness 5 3/4

shrink

Thickness parallel to axis 5 3/4

Intermediate Shafts, diameter

as per Rule 8.728

as fitted

hmc

Thrust shaft, diameter at collars

as per Rule 9.164

as fitted

9 7/8

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule 10.348

as fitted

10 3/4

Is the { tube } shaft fitted with a continuous liner {

screw

No

Bronze Liners, thickness in way of bushes

as per Rule

hmc

Thickness between bushes

as per Rule

as fitted

Is the after end of the liner made watertight in the

propeller boss

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

Propeller, dia.

13 1/6

Pitch

14 1/8 - 11 1/6

No. of blades

4

Material

Bronze

whether Moveable

No

Total Developed Surface

58

sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

2 3/4

Stroke

16 1/2

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

2 3/4

Stroke

16 1/2

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

One 6 x 4 x 6

One 8 x 4 x 5

Pumps connected to the

Main Bilge Line

No. and size

Two

9 x 10 x 10

How driven

Steam

Lubricating Oil Pumps, including spare Pump, No. and size

One 2 1/2 ER Well

One 2 1/2 Boiler Room Bilge

In Holds, &c.

One 3 1/2 No 2 Hold Port

One 3 1/2 No 2 Hold Stanch

Main Water Circulating Pump

Direct Bilge Suctions, No. and size

One - 7 dia

Independent Power Pump

Direct Suctions to the Engine Room Bilges,

No. and size

One - 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 lead pipes to the bilges

Yes

Are all Sea Connections fitted direct on the skin of the ship

Main Suction in

Reservoir

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 they each fitted with a Discharge Valve always accessible on the plating of the vessel

Yes

Are the Overboard Discharges above or below the deep water line

Above

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes

How are they protected

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

hmc

Is it fitted with a watertight door

worked from

MAIN BOILERS, &c.—(Letter for record

r)

Total Heating Surface of Boilers

2750 sq. ft.

Is Forced Draft fitted

Yes (Assisted)

No. and Description of Boilers

One S.E. boiler

Working Pressure

200 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

Yes

Is the donkey boiler intended to be used for domestic purposes only

No

If so, is a report now forwarded?

Yes

APPROVED PLANS. Are approved plans forwarded herewith for Shafting

(If not state date of approval)

Main Boilers

Retained for entry

Auxiliary Boilers

Donkey Boilers

Yes

General Pumping Arrangements

Retained for entry

Oil fuel Burning Piping Arrangements

Approved 23/12/35

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

One C.I. propeller, 1 pair Crank pin bushes, 12 cylinder

crank studs and nuts, 12 yank wing studs, 24 condenser tubes and 50 journals,

one set of coupling bolts and nuts, 2 each of main bearing bottom and top

and bolts and nuts, one set each of bilge feed and air pump valves, 2 main

and 2 auxiliary feed check valve lifts, one safety valve spring, one dozen plain boiler

tubes, one set of fire bars and baffle plates and patterns, one set of roots, valves

and springs for each auxiliary pump.

The foregoing is a correct description.

FOR THE NORTH EASTERN MARINE ENGINEERING CO. LD.

Archd. L. Berry.

Manufacturer.



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Lloyd's Register
Foundation

002620-002630-0057

1935. Dec. 11. 18. 1936. Jan. 6. 8. 10. 15. 16. 22. 24. 27. 28. 29. 31. Feb. 3. 5. 6. 7. 10. 12. 13. 14. 14
During progress of work in shops - - 19. 20. 21. 24. 26. Mch. 3. 4. 5. 9. 11. 12. 13. Apl. 1. 14. 16. 17. May. 19. 21. 23. 25. 24
Dates of Survey while building During erection on board vessel - - 28. June 3. 4. 8. 12. 15. 16. 17
Total No. of visits 51

Dates of Examination of principal parts—Cylinders HP 13.2.36 MP.LP. 20.2.36
LP. 5.2.36 Slides HP. 11.3.36 Covers 13.2.36
HP 10.2.36
Pistons LP. 7.2.36 MP. 6.2.36 HP. 10.2.36 Piston Rods 19.2.36 Connecting rods 20.2.36
Crank shaft 7.2.36 Thrust shaft 10.2.36 Intermediate shafts
Tube shaft Screw shaft 17.4.36 Propeller Burntland
Stern tube 17.4.36 Engine and boiler seatings 19.5.36 23.4.36 Engines holding down bolts 27.5.36
Completion of fitting sea connections Burntland
Completion of pumping arrangements 17/6/36 Boilers fixed 27.5.36 Engines tried under steam 15/6/36
Main boiler safety valves adjusted 15/6/36 Thickness of adjusting washers P 7/16 " 5 7/16 "
Crank shaft material S.M. Ingot Steel Identification Mark 8328 Thrust shaft material S.M. Ingot Steel Identification Mark 8328
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material S.M. Ingot Steel Identification Mark 8328 Steam Pipes, material Softal Test pressure 600 lbs Date of Test 23/5/36
Is an installation fitted for burning oil fuel ho Is the flash point of the oil to be used over 150°F.
Have the requirements of the Rules for the use of oil as fuel been complied with
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, have the requirements of the Rules been complied with
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery duplicate of a previous case Yes. If so, state name of vessel SS "FULHAM."

General Remarks (State quality of workmanship, opinions as to class, &c.) The Engines and Boilers of this Vessel have been built under Special Survey in accordance with the Society's Rules and the materials and workmanship are good. The machinery has been securely fitted in the Vessel and tuned under working conditions.

The Machinery of this Vessel, as now seen, is in a good and efficient condition and eligible, in my opinion, to have the notation + L.M.C. 6.36, F.S. (O.G.) and D.B. 100 lbs./sq.

The amount of Entry Fee ... £ 3 : 0 :
Special ... £ 46 : 5 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 18 JUNE 1936
When received, 1.7.36

Committee's Minute

Assigned

M. Caldwell

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 11 SEP 1936

FRI. 14 AUG 1936

+ L.M.C. 8.36
D.B. -100 lbs

32, O.G.



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