

Rpt. 4.

No. 31748

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

28 DEC 1935

18 FEB 1936

Date of writing Report

19

When handed in at Local Office

27 DEC 1935

Port of

Sunderland

No. in Survey held at

Sunderland

Date, First Survey

16 Aug

Last Survey

23 Dec

1935

Req. Book

on the *Screw Steamer "FULHAM"*

(Number of Visits 39)

Built at

Rusatisland

By whom built

Rusatisland S.B. Ltd.

Yard No. 193.

Tons

When built

Engines made at

Sunderland

By whom made

North East Man. Eng. Co. Ltd.

Enging No. 2829.

When made

1935

Boilers made at

Sunderland

By whom made

North East Man. Eng. Co. Ltd.

Boiler No. 2829.

When made

1935

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

Trade for which Vessel is intended

Coasting.

## ENGINES, &amp;c.—Description of Engines

Triple Expansion

Revs. per minute

82.

Dia. of Cylinders

16 1/2" 24 1/2" 46"

Length of Stroke

33"

No. of Cylinders

3.

No. of Cranks

3.

Crank shaft, d.a. of journals

as per Rule 9.164

as fitted 9 1/2"

Crank pin dia.

9 1/2"

Crank webs

Mid. length breadth 1'-3 3/8"

Thickness parallel to axis 5 3/4"

Mid. length thickness 5 3/4"

Thickness ground eye-hole 4 3/4"

Intermediate Shafts, diameter

as per Rule

as fitted none.

Thrust shaft, diameter at collars

as per Rule

as fitted 9 1/8"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 10.348

as fitted 10 3/4"

Is the

Is the

shaft fitted with a continuous liner

No.

Bronze Liners, thickness in way of bushes

as per Rule

as fitted none.

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

shaf

If so, state type

Cedervall

Length of Bearing in Stern Bush next to and supporting propeller

3'-9"

Propeller, dia.

13'-6"

Pitch

14-18-11-6"

No. of blades

4

Material

Bronze

whether Movable

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"

Pumps connected to the

No. and size

Two 9" x 10" x 10"

How driven

Steam

Main Bilge Line

How driven

Steam

Ballast Pumps, No. and size

Two 9" x 10" x 10"

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

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

In Pump Room

In Holds, &amp;c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1 @ 4"

Are all the Bilge Suction Pipes in holds and turn l well fitted with strum-boxes

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

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

Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are the Overboard Discharges above or below the deep water line

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

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

What Pipes pass through the bunkers

How are they protected

What pipes pass through the deep tanks

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

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

Is the Shaft Tunnel watertight

none.

Is it fitted with a watertight door

worked from

## MAIN BOILERS, &amp;c.

(Letter for record T.)

Total Heating Surface of Boilers

2750 sq. ft.

Is Forced Draft fitted

Yes.

No. and Description of Boilers

1 S.B.

Working Pressure

200.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes.

IS A DONKEY BOILER FITTED?

No.

If so, is a report now forwarded?

Yes.

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

PLANS.

Are approved plans forwarded herewith for Shafting

Yes.

Main Boilers

Yes.

Auxiliary Boilers

Yes.

Donkey Boilers

Yes.

Superheaters

Yes.

General Pumping Arrangements

Yes.

Oil fuel Burning Piping Arrangements

Yes.

## 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 brasses, 12 cylinders

Cover Studs &amp; nuts, 12 junk ring studs, 24 Condenser tubes &amp; 50 ferrules,

One set air pump valves, 2 main feed Check valve lids, 2 aux. feed Check valve

lids, one Safety valve spring, one dozen plain tubes for boiler, one set of

valves, Reels &amp; springs for each auxiliary pump.

The foregoing is a correct description.

FOR THE NORTH EASTERN MARINE ENGINEERING CO. LTD.

Ando J. Berry.

MANAGER

Manufacturer.

002659-002666-0094



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During progress of work in shops -- 1935 Aug. 16 Sep. 2, 4, 9, 11, 13, 18, 20, 23, 25, 27 Oct. 4, 7, 9, 11, 14, 18, 21, 23, 25, 29.  
 During erection on board vessel -- Nov. 1, 11, 20, 21, 22, 24, 27, 28 Dec. 2, 4, 9, 11, 12, 16, 18, 19, 20, 23.  
 Dates of Survey while building  
 Total No. of visits 39

Dates of Examination of principal parts—Cylinders 1/11/35 10/11/35 27/11/35 Slides 9/12/35 Covers 26/11/35  
 Pistons 26/11/35 Piston Rods 2/12/35 Connecting rods 4/12/35  
 Crank shaft 21/11/35 Thrust shaft 21/11/35 Intermediate shafts none.  
 Tube shaft none. Screw shaft 21/11/35 Propeller see Lth Rpt.  
 Stern tube 21/11/35 22/11/35 Engine and boiler seatings Engines holding down bolts  
 Completion of fitting sea connections.  
 Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers  
 Crank shaft material Steel Identification Mark LLOYDS No 8233 W H F Thrust shaft material Steel Identification Mark LLOYDS No 8233 W H F  
 Intermediate shafts, material ✓ Identification Marks 21. 11. 35 Tube shaft, material ✓ Identification Mark 21. 11. 35  
 Screw shaft, material Identification Mark LLOYDS No 8233 W H F Steam Pipes, material Test pressure Date of Test  
 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 the use of oil as fuel been complied with ✓  
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo no. If so, have the requirements of the Rules been complied with ✓  
 If the material for Ice Strengthening is desired, state whether the requirements in this respect have been complied with not req.  
 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.)  
 This machinery has been built under Special Survey in accordance with the Rules of the Society.  
 The material & workmanship are good.

This machinery has been despatched to Ruwatisland when securely fitted on board & satisfactorily tried under steam will be eligible in my opinion to have notation of L.M.C. with date, T.S. &c. in the Register Book.

The amount of Entry Fee £ 3 : - : When applied for, 17 DEC 1935  
 4/5 Special £ 34 : - :  
 1/5 Donkey Boiler Fee £ 9 : 5 :  
 Travelling Expenses (if any) £ : : 16-1-1936

J. H. Fraser.  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 21 FEB 1936

FRI. 6 MAR 1936

Assigned See minute on Lth Rpt. 1906



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