

Rpt. 4.

for information of Sunderland Surveyors

Sld. No. 32094
Tmc No. 94675

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office
NEWCASTLE-ON-TYNE

Date of writing Report 10 When handed in at Local Office 6 FEB 1937 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Walcend Date, First Survey 2 Feb 1937 Last Survey Sld 19.5.37
 Reg. Book. 8/5' Loch Dee (Number of Visits) Tons { Gross 5252
 on the 8/5' Loch Dee { Net 2978

Built at Sunderland By whom built Joseph L. Thompson Ltd Yard No. 578 When built 1937
 Engines made at do By whom made North Eastern Marine Eng Engine No. 2869 When made 1937
 Boilers made at do By whom made do Boiler No. .. When made 1937
 Registered Horse Power Owners Maday + McIntyre, Ltd Port belonging to Glasgow
 Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended 23.38.65

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

Dia. of Cylinders 23" x 65" x 38" Length of Stroke 45" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule Crank pin dia. 13 1/2" Crank webs Mid. length breadth 23 3/8" Thickness parallel to axis 8 3/8"
as fitted 13 1/2" Mid. length thickness 8 3/8" shrunk Thickness around eye-hole

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
as fitted as fitted

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube } shaft fitted with a continuous liner {
as fitted as fitted { screw }

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
as fitted as fitted 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
 shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps { No. and size Pumps connected to the { No. and size
 { How driven Main Bilge Line { How driven

Ballast Pumps, No. and size 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 Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size Are all the Bilge Suction Pipes in holds and tunnel 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 sized sufficiently high on the ship's side to be seen without lifting the stokenhold 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 Is it fitted with a watertight door worked from

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

Is Forced Draft fitted No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

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

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

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied
 State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.



1937
Feb 2.3.4.5

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders *M.P. 2-2-37* Slides _____ Covers _____

Pistons *M.P. 2-2-37* Piston Rods _____ Connecting rods _____

Crank shaft *HP & LP 4-2-37* Thrust shaft _____ Intermediate shafts _____

Tube shaft _____ Screw shaft _____ Propeller _____

Stern tube _____ 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 *HP & LP Steel* Identification Mark *4-2-37 J.E.S.* Thrust shaft material _____ Identification Mark _____

Intermediate shafts, material _____ Identification Marks _____ Tube shaft, material _____ Identification Mark _____

Screw shaft, material _____ Identification Mark _____ Steam Pipes, material _____ Test pressure _____ Date of Test _____

Is an installation fitted for burning oil fuel _____ 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 _____ If so, state name of vessel _____

General Remarks (State quality of workmanship, opinions as to class, &c.)

The HP-LP crank shaft, port bedplate, M.P. cylinder and piston have been made at the wallSEND works, and have been dispatched to the Engine builders Sunderland works for assembling with the remaining parts of these engines. The materials and workmanship are sound and good. The M.P. cylinder was tested to 75 lbs water pressure and found satisfactory.

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|------------------------------|-------|---|---|-------------------|
| The amount of Entry Fee | ... £ | : | : | When applied for, |
| Special | ... £ | : | : | 19 |
| Donkey Boiler Fee | ... £ | : | : | When received, |
| Travelling Expenses (if any) | £ | : | : | 19 |

J. S. Selles
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI 4 JUN 1937*

Assigned *See Sld J.B. 32094*



Certificate to be sent to
The Surveyors are requested not to write on or below the space for Committee's Minute.