

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 28 SEP. 1938 When handed in at Local Office 28 SEP. 1938 Port of SUNDERLAND
No. in Survey held at SUNDERLAND Date, First Survey 21st Feb. 1938 Last Survey 23rd Sept 1938
Reg. Book. on the LOBESTONE (Number of Visits 75) Tons { Gross 4877 Net 2887
Built at Sunderland By whom built Burham & Son, Ltd Yard No. 280 When built 1938
Engines made at Sunderland By whom made A. S. Harris Eng. Co. Ltd Engine No. 2906 When made 1938
Boilers made at do By whom made do Boiler No. do When made do
Registered Horse Power 400 Owners The Navigation & Coal Trade Co. Port belonging to London
Nom. Horse Power as per Rule 400 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
Trade for which Vessel is intended General cargo

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute
Dia. of Cylinders 23", 38", 65" Length of Stroke 42" No. of Cylinders 3 No. of Cranks 3
Crank shaft, dia. of journals as per Rule Crank pin dia. 1-1" Crank webs Mid. length breadth shrunk Thickness parallel to axis 8" 8 1/2 LP
Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule Thickness around eye-hole 6 1/2" pin
Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner { yes
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
propeller boss yes 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 no If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 4'-10"
Propeller, dia. 17'-10 1/2" Pitch 17.32" No. of Blades 4 Material C.I. whether Moveable not Total Developed Surface 117 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. 2 Diameter 3 1/2" Stroke 1'-10 1/2" Can one be overhauled while the other is at work yes
Feed Pumps { No. and size 2. 6x 8 1/2 x 18" Pumps connected to the Main Bilge Line { No. and size 1. 12x14x12"
How driven Steam How driven Steam
Ballast Pumps, No. and size 1. 12x14x12" 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 Eng. Rm. 3" dia. one port one stbd.; 2 1/2" oil well suction one port, one stbd.; Boiler Rm
In Pump Room one 3" dia. port. 2 1/2" dia. oil well suction; 1 stbd. Holds, &c. No. 1. 3" dia. one p. one s.; No. 2. 3 1/2" dia. one p. one s.;
2 1/2" dia. oil well suction p. & s.; Deep Tank 3" dia. one p. & one s.; No. 3. 3" one p. & one s.; No. 4. 3" dia. one p. & one s.
Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 & 2 7" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size 1 & 2 5" dia. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bones 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 yes
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 both
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 pass through the bunkers nos 1 & 2. hold suction How are they protected 3" timber
What pipes pass through the deep tanks nos 1 & 2. hold suction 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 yes Is it fitted with a watertight door yes worked from above tunnel

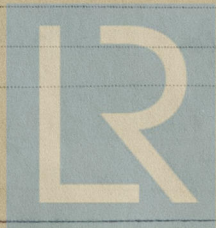
MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers Main 4610 sq ft Aux 1235 sq ft = 5845
Which Boilers are fitted with Forced Draft Main Which Boilers are fitted with Superheaters Main
No. and Description of Boilers 2 Main & 1 Aux. Cylindrical Horizontal Working Pressure 220 lbs.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? —
Can the donkey boiler be used for domestic purposes only —
PLANS. Are approved plans forwarded herewith for Shafting 3/5/37 Main Boilers yes Auxiliary Boilers yes Donkey Boilers —
(If not state date of approval)
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 screw shaft.

The foregoing is a correct description.

THE NORTH EASTERN MARINE ENGINEERING CO. (1938) LTD.

J. H. Lamb
RESIDENT MANAGER.

Manufacturer.



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Lloyd's Register
Foundation

003671-003675-0122

1938. Feb. 21, 28. March 2, 7, 14, 25, 26, 29, 30. April 1, 5, 7, 8, 11, 12, 14, 20, 21, 22, 27. May 2, 4, 5, 6, 11, 12, 13, 17, 18, 19, 20, 23, 24, 27, 30, 31. June 1, 2, 3, 8, 9, 13, 14, 15, 17, 20, 21, 23, 27, 29. July 1, 4, 5, 6, 8, 12, 16, 18, 20, 21, 22, 23. Aug. 3, 4, 8, 16, 17, 23, 23, 24, 31. Sep. 14, 15, 21.

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 75

Dates of Examination of principal parts—Cylinders 19/5/38 Slides 27 & 29/6/38 Covers 14/6/38

Pistons 29/6/38 Piston Rods 1/6/38 Connecting rods 8/6/38

Crank shaft 20/5/38 Thrust shaft 20/5/38 Intermediate shafts 30/5/38

Tube shaft — Screw shaft 4/7/38 Propeller 1/7/38

Stern tube 5/7/38 Engine and boiler seatings 24/7/38 Engines holding down bolts 22/8/38

Completion of fitting sea connections 21/7/38

Completion of pumping arrangements 3/8/38 Boilers fixed 8/8/38 Engines tried under steam 31/8/38

Main boiler safety valves adjusted 3/8/38 Thickness of adjusting washers 3/8/38

Crank shaft material Steel Identification Mark 221 Thrust shaft material Steel Identification Mark 235

Intermediate shafts, material Steel Identification Marks 236 Tube shaft, material — Identification Mark —

Screw shaft, material Steel Identification Mark 234 Spare Steam Pipes, material Steel Test pressure 660 lbs Date of Test 18.7.38

Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150°F. yes

Have the requirements of the Rules for the use of oil as fuel been complied with yes

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 notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with not required

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 instructed under special survey in accordance with the approved plans, Secretary's letters and the requirements of the Rules. Workmanship and materials are good. The machinery has been efficiently fitted on board and tried under working conditions with satisfactory results and is eligible, in my opinion, for the

Notation + L.M.C. 9.38

A.E. MUNRO.

The amount of Entry Fee ... £ 5 : - : When applied for,

Special ... £ 85 : 0 : 28 SEP. 1938

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £ : : 3/10 1938

Engineer Surveyor to Lloyd's Register of Shipping.

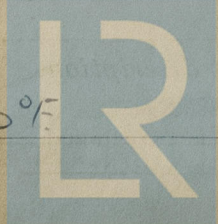
Committee's Minute

TUE 4 OCT. 1938

Assigned + LMC 9.38

Fitted for oil fuel 9.38 F.P. above 150°F.

2 SB (S.H.) FD 1 Aux SB CL



SUNDERLAND.

Certificate to be sent to