

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report

19

When handed in at Local Office

7 MAY 1928 Port of *Sunderland*

8 MAY 1928

No. in Survey held at
Reg. Book.

Sunderland

Date, First Survey

14 May

Last Survey

1st May 1928

on the

S.S. "CEDARTREE"

Built at

Sunderland

By whom built

J. Brown

Yard No.

180

When built

1928

Engines made at

do

By whom made

George Clark Ltd.

Engine No.

1152

when made

1928

Boilers made at

do

By whom made

do

Boiler No.

1152

when made

1928

Registered Horse Power

Owners

The Tree Steamship Co. Ltd.

Port belonging to

Sunderland

Nom. Horse Power as per Rule

193

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

General

ENGINES, &c.—Description of Engines

Triple expansion

Revs. per minute

71

Dia. of Cylinders

19" 31" 51"

Length of Stroke

36"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 9.95"

Crank pin dia.

10"

Crank webs

Mid. length breadth 15"

Mid. length thickness 6 3/8"

shrunk

Thickness parallel to axis

6 3/8"

Thickness around eye-hole

4 9/16"

Intermediate Shafts, diameter

as per Rule 9.477"

as fitted

9 1/2"

Thrust shaft, diameter at collars

as per Rule 9.95"

as fitted

10"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 10.643"

as fitted

10 7/8"

Is the

tube

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 32"

as fitted

3 1/8"

Thickness between bushes

as per Rule

as fitted

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

Yes

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

Yes

If two liners are fitted, is the shaft lapped or protected between the liners

Yes

Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft

Propeller, dia.

13' 9"

Pitch

14' 6"

No. of Blades

4

Material

whether Moveable

No

Total Developed Surface

58

sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

2 3/4"

Stroke

22"

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

22"

Can one be overhauled while the other is at work

Yes

Feed

Pumps

No. and size *Two 5 1/4" x 3 1/2" x 5"*

Pumps connected to the

Main Bilge Line

No. and size

Two 7" x 8" x 8"

How driven

Steam

How driven

Steam

Ballast Pumps, No. and size

Two 7" x 8" x 8"

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

3 @ 2 1/2"

1 @ 3 1/2"

1 @ 2 1/2"

TUNNEL WELL

Yes

In Holds, &c.

FORE HOLD 2 @ 2 1/4"

AFT HOLD 3 @ 2 1/2"

Yes

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

1 @ 4"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1 @ 3 1/2"

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

What Pipes pass through the bunkers

None

How are they protected

—

What pipes pass through the deep tanks

—

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

MAIN BOILERS, &c.—(Letter for record

5)

Total Heating Surface of Boilers

3268 1/2

Is Forced Draft fitted

No

No. and Description of Boilers

Two Cyl. Mult. S.E.

2SB

Working Pressure

180 LBS.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

—

PLANS.

Are approved plans forwarded herewith for Shafting

12/4/27

Main Boilers

Yes

Auxiliary Boilers

—

Donkey Boilers

—

(If not state date of approval)

Superheaters

—

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

—

SPARE GEAR.

State the articles supplied:—

2 top end & 2 bottom end bolts & nuts, 2 main bearing bolts & nuts, 1 set coupling bolts & nuts, 2 valves for feed & 2 for bilge pumps, 3 condenser tubes & 3 boiler tubes, 2 safety valve springs, a quantity of assorted bolts & nuts & pins of various sizes, 1 main & 1 aux. check valve, 1 set metallic packing for each piston rod and one C. propeller.

The foregoing is a correct description,

FOR GEORGE CLARK LIMITED.

W. S. Brown

Manufacturer.



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Lloyd's Register Foundation

003788-003749-0081

1927. May. 4. 13. 20. June. 1. 9. July. 14. 22. 27. Aug. 17. 25. Sep. 1. 8. 9. 15. 26. 30. Oct. 5. 7. 10. 13. 18. 24. 25. Nov. 15. 22. Dec. 2. 14. 16. 29. 1928. Jan. 14. 11. 19. 24. Feb. 9. 10. 23. Mar. 2. 7. 9. 22. 29. 31.

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 49

Dates of Examination of principal parts—Cylinders 9/9/27 Slides 27/7/27 Covers 18/10/27

Pistons 25/8/27 Piston Rods 1/9/27 Connecting rods 8/9/27

Crank shaft 30/9/27 Thrust shaft 26/9/27 Intermediate shafts 25/10/27

Tube shaft - Screw shaft 8/9/27 Propeller 7/10/27

Stern tube 7/10/27 Engine and boiler seatings 13/4/28 Engines holding down bolts 16/4/28

Completion of fitting sea connections 29/3/28

Completion of pumping arrangements 18/4/28 Boilers fixed 13/4/28 Engines tried under steam 18/4/28

Main boiler safety valves adjusted 18/4/28 Thickness of adjusting washers 7 3/8 5 3/8 7 3/8 5 3/8

Crank shaft material I. STEEL Identification Mark 1137 Thrust shaft material I. STEEL Identification Mark 8598.

Intermediate shafts, material I. STEEL Identification Marks 8600, 8593 Tube shaft, material - Identification Mark -

Screw shaft, material I. STEEL Identification Mark 8594 Steam Pipes, material L.W. STEEL Test pressure 540 LBS Date of Test 16/4/28

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 engines & boilers of this vessel have been built under special survey & the materials & workmanship are good. On completion the machinery was tried under full working conditions with satisfactory results. The machinery throughout is now in a good & efficient condition & eligible in my opinion to have the notation **ELMC 5-28** marked in Red in the Society's Register Book. & T.S.C.L.

It is submitted that this vessel is eligible for THE RECORD. + LMC 5. 28. CL.

[Signature]
10/5/28

The amount of Entry Fee ... £ 3-0-0 When applied for, 7 MAY 1928

Special ... £ 48-5-0

Donkey Boiler Fee ... £ : : When received, 10.5.28

Travelling Expenses (if any) £ : :

Committee's Minute

Assigned

FRI. 11 MAY 1928

+ LMC 5.28

[Signature]
Engine Surveyor to Lloyd's Register of Shipping.



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