

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report

10

When handed in at Local Office

9 OCT. 1930

Port of

SUNDERLAND

No. in  
Reg. Book.

Survey held at SUNDERLAND

Date, First Survey

7 Oct 1930

Last Survey

7 Oct 1930

(Number of Visits 44)

on the S.S. "GOWER"

Built at GOOLE

By whom built GOOLE S.B. &amp; R. Co. Ltd.

Yard No. 291.

Tons

Gross

Net

When built

1930.

Engines made at SUNDERLAND

By whom made N.E. MARINE ENG. Co. Ltd.

Engine No. 2753.

when made

1930.

Boilers made at SUNDERLAND

By whom made N.E. MARINE ENG. Co. Ltd.

Boiler No. 2753.

when made

1930.

Registered Horse Power

Owners J. E. FISHER &amp; Co.

Port belonging to SWANSEA

Nom. Horse Power as per Rule

171.

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Yes.

Trade for which Vessel is intended

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

Dia. of Cylinders 18" x 30" x 49.

Length of Stroke 33"

No. of Cylinders 3

Revs. per minute 83.5

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 9.345"

as fitted 9 1/2"

Crank pin dia. 9 1/2"

Crank webs

Mid. length breadth

shrunken

Thickness parallel to axis 5 1/16"

Mid. length thickness

Thickness around eye-hole 4 3/4"

Intermediate Shafts, diameter

as per Rule 8.9"

as fitted 9 1/4"

Thrust shaft, diameter at collars

as per Rule 9.345"

as fitted 9 1/2"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 10.025"

as fitted 10 1/4"

Is the tube screw shaft fitted with a continuous liner

Yes.

Bronze Liners, thickness in way of bushes

as per Rule 0.602"

as fitted 5/8"

Thickness between bushes

as per Rule 0.45"

as fitted 9/16"

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

No.

Length of Bearing in Stern Bush next to and supporting propeller

34 5/8"

Propeller, dia. 13 1/2"

Pitch 13 1/2"

No. of Blades 4.

Material C.I.

whether Moveable

No.

Total Developed Surface 57 sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 3"

Stroke 15"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 3 1/2"

Stroke 15"

Can one be overhauled while the other is at work

Yes

Feed Pumps { No. and size 1 at 5 1/2" x 3 1/2" x 5"

Pumps connected to the

No. and size 1 at 8" x 8" x 8"

Pumps { How driven

Steam.

Main Bilge Line

How driven

Steam.

Ballast Pumps, No. and size 1 at 8" 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

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

3 at 2 1/2"

1 at 2 1/2" in dry tank

In Holds, &amp;c.

2 at 3" Fore Hold

2 at 3 1/2" Aft Hold

1 at 2 1/2" Hold Well

1 at 2 1/2" Trunk Well.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 at 6"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 at 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

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

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, &amp;c.—(Letter for record (S). ) Total Heating Surface of Boilers

2940 sq. ft.

Is Forced Draft fitted

No.

No. and Description of Boilers 2. S.B.

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

Yes.

Main Boilers

Yes.

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

1. C.I. Propeller — 2 each Top end, Bottom end &amp; Main bearing bolts &amp;

nuts — 6 Coupling bolts &amp; nuts — 2 each Feed &amp; Bilge pump valves — 1/2 cwt. iron plate —

1/2 cwt. iron bar — 50 assorted bolts &amp; nuts.

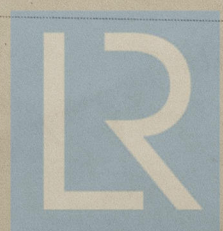
The foregoing is a correct description,

FOR THE NORTH-EASTERN MARINE ENGINEERING CO. LTD.

John Neill

Manufacturer.

GENERAL MANAGER



© 2021

Lloyd's Register  
Foundation

004893-004899-0055



1930. Feb. 7. Mar. 24. 25. 31. Apr. 8. 14. 22. 25. May. 1. 2. 6. 8. 15. 16. 19. 23. 26. 30. June 2. 11. 13.  
 During progress of work in shops - - 17. 23. 27. 30. July. 3. 11. 7. Aug. 15. 21. 22. Sep. 5. 24. 25. 26. 29. Oct. 1. 2. 6. 7.  
 Dates of Survey while building { During erection on board vessel - - -  
 Total No. of visits 44

Dates of Examination of principal parts—Cylinders *HP 6.5.30. LP 4.4.30* Slides 2.5.30. Covers 16.5.30  
 Pistons 2.5.30. Piston Rods 2.5.30. Connecting rods 25.4.30.  
 Crank shaft 24.4.30. Thrust shaft 24.4.30. Intermediate shafts 23.6.30.  
 Tube shaft ✓ Screw shaft 22.8.30. Propeller *GI. S. 25.4.30.*  
 Stern tube 22.8.30. Engine and boiler seatings 24.9.30. Engines holding down bolts 29.9.30  
 Completion of fitting sea connections 3.9.30  
 Completion of pumping arrangements 6.10.30 Boilers fixed 2.10.30 Engines tried under steam 7.10.30  
 Main boiler safety valves adjusted 7.10.30 Thickness of adjusting washers *P 1 1/32 5 13/32 P 3 1/2 5 1/32*  
 Crank shaft material *Steel* Identification Mark 3225 T.D.S. Thrust shaft material *Steel* Identification Mark 5795 T.D.S.  
 Intermediate shafts, material *Steel* Identification Marks 8625 T.D.S. Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material *Steel* Identification Mark 8625 T.D.S. Steam Pipes, material *Steel* Test pressure 540 lb Date of Test 29/9/30  
 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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. *The Engines and Boilers of this vessel have been built under Special Survey. The materials & workmanship are good. On completion the machinery was fitted in the vessel and tried under steam with satisfactory results.*  
*The Machinery of this vessel is in good and efficient condition, and eligible, in our opinion, to have the notation L. M. C. 10.30 marked in red in the Society's Register Book.*

It is submitted that  
 this vessel is eligible for  
 THE RECORD. + L.M.C. 10.30 C-L

*Jr.* 7/11/30

*Seen paper*

The amount of Entry Fee ... £ 3 : 0 : 0 When applied for, 9 OCT 1930  
 Special ... £ 42 : 15 : 0  
 Donkey Boiler Fee ... £ : : : When received, 28/10/30  
 Travelling Expenses (if any) £ : : :

Committee's Minute TUE. 11 NOV 1930  
 Assigned + Lmb. 10.30 *CL*

CERTIFICATE WRITTEN.



© 2021  
 Lloyd's Register  
 Foundation