

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

TUE JUN 17 1924

Date of writing Report

19

When handed in at Local Office

19

Port of

WEST HARTLEPOOL

No. in Survey held at West Hartlepool.

Date, First Survey 23 July 1923 Last Survey 19 June 1924

Reg. Book.

11003 on the

S.S. "SØBORG"

(Number of Visits

76.)

Gross 1013.6

Tons

Net 1196.4

Built at West Hartlepool By whom built Wm Gray &amp; Co. Ltd

Yard No. 956

When built 1924

Engines made at West Hartlepool By whom made Central Marine Eng. Works

Engine No. 956

when made 1924

Boilers made at ditto

By whom made ditto

Boiler No. 956

when made 1924

Registered Horse Power

Owners C. K. Hansen

Port belonging to Copenhagen

Nom. Horse Power as per Rule 194

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

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

Dia. of Cylinders 20.31 1/2 x 53 Length of Stroke 36

Revs. per minute

No. of Cylinders 3

No. of Cranks 3

Dia. of Crank shaft journals

as per rule 10.34

as fitted 10 1/2

Dia. of Crank pin 10 1/2

Crank webs

Mid. length breadth 15 1/2

shrunk

Thickness parallel to axis 6 1/2

Diameter of Thrust shaft under collars

as per rule 10.34

as fitted 10 1/2

Diameter of Tunnel shaft

as per rule 9.85

as fitted 10

Diameter of Screw shaft

as per rule 11.9

as fitted 12

Is the Screw shaft

fitted with a continuous liner the whole length of the stern tube

no liner

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 joints burned

If the liner does not fit tightly at the part

between the bearings in the stern tube, is the space charged with 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 appliance fitted at the after end of the shaft to permit

of it being efficiently lubricated

yes, Cedarwalls

Length of Stern Bush 4-2

Diameter of Propeller 14-3

Pitch of Propeller 13-6

No. of Blades 4

State whether Moveable no

Total Surface 64

square feet.

No. of Feed Pumps fitted to the Main Engines 2

Diameter of ditto 2 1/2

Stroke 24

Can one be overhauled while the other is at work yes

No. of Bilge Pumps fitted to the Main Engines 2

Diameter of ditto 3

Stroke 24

Can one be overhauled while the other is at work yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps Harbour feed 7 1/2 x 5 1/2 x 12" single Gen Ser 5 1/2 x 3 1/2 x 5" Duplex

No. and size of Pumps connected to the Main Bilge Line 2 main 3" x 24". 1 Ballast 6" x 7" x 7" Duplex

Ballast 6" x 7" x 7" duplex

No. and size of Ballast Pumps 1 6" x 7" x 7" Duplex

No. and size of Lubricating Oil Pumps, including Spare Pump

Are two independent means arranged for circulating water through the Oil Cooler

No. and size of suction connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

Four of 3"

and in Holds, &amp;c. No. 1. 2 of 3 1/2

No. 2 2 of 3"

Tunnel 1 of 2" 1 of 2 1/4"

No. and size of Main Water Circulating Pump Bilge Suctions

one 4 1/2"

No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges

One 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 connections with the sea direct on the skin of the ship

yes

Are they 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 Discharge Pipes 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

yes

What Pipes are carried through the bunkers

none

How are they protected

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 Screw Shaft Tunnel watertight

see ship report

Is it fitted with a watertight door

yes

worked from cylinder grating

75 MAIN BOILERS, &amp;c.—(Letter for record S)

Total Heating Surface of Boilers

3134 sq. ft.

Is Forced Draft fitted

no

No. and Description of Boilers 2, single ended

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?

yes

PLANS. Are approved plans forwarded herewith for Shafting

Main Boilers yes

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— 2 bolts &amp; nuts for connecting rods top &amp; bottom

ends. 2 ditto for main bearings 1 set ditto for couplings 1 set valves

for feed, bilge, air &amp; circ. pumps. 1 set springs for H.P. piston 1 slide

valve rod. 1 air pump rod 1 circ. pump rod. 1 propeller.

20 condenser tubes. 18 boiler tubes. 2 safety valve springs

Assorted bolts, nuts, and iron.

FOR THE CENTRAL MARINE ENGINE WORKS,

The foregoing is a correct description.

John H. Seame

DIRECTOR.

Manufacturer.



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008061-008067-0108



1923. July 23. 25. Sept 12. 13. 14. 17. 18. 19. 24. 26. 28. Oct 4. 8. 11. 15. 16. 17. 18. 19. 22. 23. 24. 25. 26. 30. Nov 8. 16. 20. 22. 23. 27. Dec 3. 4. 7. 14. 17. 18. 20. 28. 1924. Jan 8. 9. 15. 22. 23. 28. 29. 31. Feb 5. 18. 19. 27. 28. 29. Mar 3. 20. 26. 31. Apr 9. 11. 11. May 6. 7. 9. 15. 19. 20. 23. 23. 26. 27. June 3. 4. 5. 11. 17.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 76.

Dates of Examination of principal parts - Cylinders 24.9.23 - 31.1.24 Slides 4.10.23 - 29.2.24  
 Covers 19.9.23 - 8.10.23. Pistons 19.9.23 - 22.1.24. Rods 13.9.23 - 17.12.23  
 Connecting rods 28.9.23 - 27.11.23 Crank shaft 13.9.23 - 9.1.24 Thrust shaft 15.10.23 - 9.1.24  
 Tunnel shafts 25.10.23 - 31.1.24 Screw shaft 18.10.23 - 31.1.24 Propeller 28.2.24  
 Stern tube 8.11.23 - 11.4.24 Engine and boiler seatings 20.3.24 - 11.4.24 Engines holding down bolts 20.5.24  
 Completion of pumping arrangements 5.6.24 Boilers fixed 15.5.24 Engines tried under steam 4.6.24  
 Completion of fitting sea connections 11.4.24 Stern tube 7.5.24 Screw shaft and propeller 9.5.24  
 Main boiler safety valves adjusted 4.6.24 Thickness of adjusting washers P.P. 15" 32 S 7" 16 S.P. 13" 32 S 3" 8  
 Material of Crank shaft Ingot steel Identification Mark on Do. 6340  
 Material of Thrust shaft Ingot steel Identification Mark on Do. 6729 N  
 Material of Tunnel shafts Ingot steel Identification Marks on Do. (A) 6729 N (1) 6339.  
 Material of Screw shafts Ingot steel Identification Marks on Do. 6729 N  
 Material of Steam Pipes Lap welded steel Test pressure 600 lbs. Date of Test 23.6.24.

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.

An evaporator fitted, the coils of which were tested to 400 lb. and the body to 50 lb. per square inch.

This vessels machinery has been built and installed under Special Survey. The materials and workmanship are good and efficient.

On completion they were tried under full steam at moorings with satisfactory results.

The vessel is now eligible to have the notation

⚓ L M C 6.24.

It is submitted that this vessel is eligible for THE RECORD. + LMC 6.24. OG.

18/6/24

The amount of Entry Fee ... £ 3 : 0 :  
 Special ... £ 48 : 10 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 14 June 1924.  
 When received, 16 June 1924.

R.D. Shilston.  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 20 JUN 1924

Assigned

+ L.M.C 6.24  
 O.G.

CERTIFICATE WRITTEN



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