

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 28th Sept. 1929 When handed in at Local Office 1st October 1929 Port of Sunderland -2 OCT 1929
 No. in Survey held at Sunderland Date, First Survey 9 May Last Survey Sep. 26 1929
 Reg. Book. S.S. "DUNSLEY" (Number of Visits 47) Tons Gross 3861.95
Net 2317.06
 Built at Sunderland By whom built Robert Thompson & Sons, Ltd. Yard No. 336 When built 1929
 Engines made at Sunderland By whom made The North Eastern Marine Eng. Co. Ltd. Engine No. 2717 when made 1929
 Boilers made at Sunderland By whom made The North Eastern Marine Eng. Co. Ltd. Boiler No. 2717 when made 1929
 Registered Horse Power 340 Owners Rowland & Farwood's S.S. Co. Ltd. Port belonging to Whitby
 Nom. Horse Power as per Rule 340 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 Single Screw Revs. per minute 63
 Dia. of Cylinders 25", 42", 68" Length of Stroke 45" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 12.9" Crank pin dia. 13 3/8" Crank webs shrunk Thickness parallel to axis 8 3/16"
 Intermediate Shafts, diameter as per Rule 12.287" Thrust shaft, diameter at collars as per Rule 12.9" Thickness around eye-hole 1 3/16"
 Tube Shafts, diameter as fitted 12 9/16" Screw Shaft, diameter as per Rule 13.717" Is the tube shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 1.17" Thickness between bushes as per Rule 3/4" 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 4'-9"
 Propeller, dia. 17'-3" Pitch 17'-9" No. of Blades 4 Material Bronze whether Movable no Total Developed Surface 90 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 24" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 24" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 1-7'x9 1/2'x21" 1-7 1/2'x8'x6' Pumps connected to the { No. and size 1-7 1/2'x9 1/2'x10 1/2'
 { How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size 1-7 1/2'x9 1/2'x10 1/2' Lubricating Oil Pumps, including Spare Pump, No. and size 1
 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" DIAM.
 in Holds, &c. FORE HOLD:- 2 @ 2 3/4" DIAM. FORE MAIN HOLD:- 2 @ 3 1/4" DIAM. AFTER MAIN HOLD:- 2 @ 2 3/4" DIAM.
AFTER HOLD:- 2 @ 2 3/4" DIAM. TUNNEL WELL:- 1 @ 2 1/2" DIAM.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8" DIAM. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 4 1/2" DIAM.
 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 MAIN-Below OTHERS-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 pass through the bunkers none How are they protected Yes
 What pipes pass through the deep tanks Yes 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 E.R. Top Platform

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 5276
 Forced Draft fitted no No. and Description of Boilers Two Single Ended Yarnie Type Working Pressure 180 lbs. 0"
25B

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? Yes, pressure not If so, is a report now forwarded? Yes

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

Superheaters Yes General Pumping Arrangements Yes (with ship report) Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—1- C.I. Propeller; 1- Screw Shaft; 2- Bottom End Bolts & nuts;
1- Top End Bolts & nuts; 2- Main Bearing Bolts & nuts; 6- Shaft Coupling Bolts & nuts; 1 Set of Bilge
Pump Valves; 1 Set Feed Pump Valves; 3- Condenser tubes; 2 Safety Valve Springs; 1- Jam Check Valve
Lid; 1- Aux. Check Valve Lid; 6- Plain Boiler tubes; 100- Firebars; 70- Assorted Bolts & nuts;
10- Assorted Brass Slides & nuts; 2 Cwt. Iron Plate; 1 Cwt. Iron Bar.

The foregoing is a correct description,

THE NORTH EASTERN MARINE ENGINEERING CO. LTD.

John Neill

Manufacturer.



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Lloyd's Register
Foundation

011693-011701-0013

1929. May 9. 13. 23. 24. 30. June. 4. 5. 12. 14. 15. 18. 21. 25. 28. July. 1. 2. 5. 8. 9. 10. 11. 15. 17. 18. 24. 25. 26. 27. 28. 29. Aug. 1. 2. 9. 10. 12. 13. 14. 16. 19. 20. 21. 22. 23. 26. 27. 28. 29. Sep. 13. 23. 26

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits ~~35~~ 47

Dates of Examination of principal parts—Cylinders 10.6.29 Slides 13.8.29 Covers 11.6.29

Pistons 1.7.29 Piston Rods 18.6.29 Connecting rods 13.6.29

Crank shaft 8.7.29 Thrust shaft 5.7.29 Intermediate shafts 12.8.29

Tube shaft ✓ Working :- 14.8.29 Spare :- 23.8.29 Propeller 18.7.29

Stern tube 9.8.29 Engine and boiler seatings 22.8.29 Engines holding down bolts 27.8.29

Completion of fitting sea connections 16.8.29

Completion of pumping arrangements 13.9.29 Boilers fixed 26.8.29 Engines tried under steam 29.8.29

Main boiler safety valves adjusted 29.8.29 Thickness of adjusting washers PORT BLR: AFT :- 1/32" STAR BLR: AFT :- 1/32" D.K.Y. BLR: AFT :- 1/32" AFT :- 1/16"

Crank shaft material Siemens Steel Identification Mark No 1590. A.C. Thrust shaft material Siemens Steel Identification Mark No 1821. A.C.

Intermediate shafts, material Siemens Steel Identification Marks No 1865 A.C. 3# 1846 A.C. 4# 1883 A.C. 6# 1852 A.C.

Screw shaft, material Siemens Steel Identification Mark W. 1883 A.C. S. 1840 A.C. Steam Pipes, material S.D. Steel Test pressure 540 lb. Date of Test 28.8.29

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 & Satisfactorily fitted in the vessel. The Materials & Workmanship are good. On Completion the Machinery was tried under a full head of steam with Satisfactory results.

The Machinery throughout is now in a good & efficient Condition and eligible in my opinion for Classification and the notation :- \oplus L.M.C. 9.29.

See Special note on Donkey Boiler Report attached.

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

Special ... ✓ ... £ 76 : - : 25 SEP 1929

Donkey Boiler Fee ... £ 6 : 4 : When received,

Travelling Expenses (if any) £ : : 30.10.1929

Asfred Bee.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 8 OCT 1929

Assigned + L.M.C. 9.29 Subject