

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 9 MAR 1928

Date of writing Report

19

When handed in at Local Office

8 MAR. 1928

Port of *Lundaland*No. in Survey held at *Lundaland*  
Reg. Book.

Date, First Survey 30

Sep 27

(Number of Visits 42)

Last Survey 8

1928

on the "S.S. ST THERESE"

Built at *Lundaland*

By whom built

*Swan Hunter, Wigham Richardson*

Yard No. 1327

Tons Gross 2280.

Net 1354.

When built 1928.

Engines made at *do*

By whom made

*George Stark Ltd*

Engine No. 1157

when made 1928.

Boilers made at *do*

By whom made

*do*

Boiler No. 1157

when made 1928.

Registered Horse Power

Owners

*Jens Lund & Co.*Port belonging to *Sweden*

Nom. Horse Power as per Rule 224

Is Refrigerating Machinery fitted for cargo purposes *no*Is Electric Light fitted *yes*

Trade for which Vessel is intended

*General*

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

*Triple expansion.*

Revs. per minute 71

Dia. of Cylinders 20 1/2 - 34 - 56

Length of Stroke 39

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 10.78

Crank pin dia. 10 7/8

Crank webs

Mid. length breadth 16 3/4

shrink

Thickness parallel to axis 6 3/4

Intermediate Shafts, diameter

as per Rule 10.266

as fitted 10 5/16

Thrust shaft, diameter at collars

as per Rule 10.78

as fitted 10 7/8

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 11.48

as fitted 11 5/8

Is the

shaft fitted with a continuous liner

*yes*

Bronze Liners, thickness in way of bushes

as per Rule 3 1/2

as fitted 3 1/2

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

*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 3-10 1/2

Propeller, dia. 14-9

Pitch 14-6

No. of Blades 4

Material

whether Moveable

*no*

Total Developed Surface 68.3 sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 2 3/4

Stroke 24

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 24

Can one be overhauled while the other is at work

*yes*

Feed Pumps

No. and size 1, 2 6 x 4 x 6

How driven

*Steam*

Pumps connected to the

Main Bilge Line

No. and size 1, 2 9 x 11 x 10

How driven

*Steam*

Ballast Pumps, No. and size 1, 2 9 x 11 x 10

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"

In Holds, &amp;c.

No 1, 2 @ 3 1/4"

No 2, 3 @ 3"

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 @ 4"

*yes*

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

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

*below*

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

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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

## MAIN BOILERS, &amp;c.—(Letter for record 5)

Total Heating Surface of Boilers 3614

Is Forced Draft fitted

*no*

No. and Description of Boilers

*Two of 1200 h.p.*

Working Pressure 180 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

*yes*

IS A DONKEY BOILER FITTED?

*yes*

If so, is a report now forwarded?

*yes*

PLANS.

Are approved plans forwarded herewith for Shafting

Main Boilers

*yes*

Auxiliary Boilers

*yes*

Donkey Boilers

Superheaters

*yes*

General Pumping Arrangements

*yes*

Oil fuel Burning Piping Arrangements

*yes*

## SPARE GEAR.

State the articles supplied:—

2 Top end 2 Bottom end 2 Main bearing bolts &amp; nuts

1 set coupling bolts. 2 valves for feed &amp; 2 for bilge pumps &amp; condenser tubes

&amp; 50 fenders 3 plain bilge tubes &amp; 3 other tubes &amp; safety valve springs 1 main

&amp; 1 aux feed check valve lid. 1 set of valves for ballast &amp; feed tanks

A quantity of assorted bolts &amp; nuts &amp; iron of various sizes. 1 C.V. Propeller

1 tail end shaft. 1 set of air &amp; circulating pump valves.

The foregoing is a correct description,

FOR GEORGE CLARK LIMITED.

W.B. &amp; Co.

Manufacturer.



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Lloyd's Register  
Foundation

015366 - 015379 - 0407



Dates of Survey while building

During erection on board vessel - - -

Total No. of visits 42

1927. Sep. 30. Oct. 10. 14. 18. 19. 21. 24. 28. 31. Nov. 2. 7. 8. 14. 15. 17. 22. 23. 24. 30. Dec. 2. 6. 7. 9. 12. 19. 21. 22. 23. 28. 30. 1928. Jan. 10. 12. 13. 16. 17. 19. 23. 31. Feb. 16. 17. Mar. 1. 8

Dates of Examination of principal parts—Cylinders

Pistons

Crank shaft

Tube shaft

Stern tube

Completion of fitting sea connections

Completion of pumping arrangements

Main boiler safety valves adjusted

Crank shaft material

Intermediate shafts, material

Screw shaft, material

Is an installation fitted for burning oil fuel

Have the requirements of the Rules for carrying and burning oil fuel been complied with

Is this machinery duplicate of a previous case

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 LMC-3-28 marked in the Society's Register Book. also T.S.C-L.

SUNDERLAND.

Certificate to be sent to

The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee

Special

Donkey Boiler Fee

Travelling Expenses (if any)

Committee's Minute

Assigned

TUES. 13 MAR 1928

+ Lmb 3. 28

When applied for,

1 MAR 1928

When received,

5. 6. 28

CERTIFICATE WRITTEN

Signature of Engineer Surveyor

Engineer Surveyor to Lloyd's Register of Shipping.



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