

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report \_\_\_\_\_ 19 \_\_\_\_\_ When handed in at Local Office 7/4/37 Port of NEWCASTLE-ON-TYNE  
 Received at London Office APR - 8 1937  
 No. in Survey held at Wallsend Date, First Survey 19 Febry Last Survey 5 April 1937  
 Reg. Book. \_\_\_\_\_ (Number of Visits 13)  
 on the SS Loch Don  
 Built at Sunderland By whom built J. S. Thompson & Sons. Ltd Yard No. 580 Tons { Gross 5249  
 Engines made at \_\_\_\_\_ By whom made North Eastern Marine Eng Co Engine No. 2875 When built 1937  
 Boilers made at \_\_\_\_\_ By whom made do Boiler No. \_\_\_\_\_ When made 1937  
 Registered Horse Power \_\_\_\_\_ Owners MacLays & McIntyre. Ltd Port belonging to Glasgow  
 Nom. Horse Power as per Rule \_\_\_\_\_ Is Refrigerating Machinery fitted for cargo purposes \_\_\_\_\_ Is Electric Light fitted \_\_\_\_\_  
 Trade for which Vessel is intended \_\_\_\_\_

**ENGINES, &c.**—Description of Engines Triple Expansion Revs. per minute \_\_\_\_\_  
 Dia. of Cylinders 23" x 38" x 65" Length of Stroke 45" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule \_\_\_\_\_ as fitted 13 1/2" Crank pin dia. 13 1/2" Crank webs Mid. length breadth 23 3/8" Mid. length thickness 8 3/8" Thickness parallel to axis 8 3/8" Thickness around eye-holes 7 1/4"  
 Intermediate Shafts, diameter as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ Thrust shaft, diameter at collars as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_  
 Tube Shafts, diameter as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ Screw Shaft, diameter as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ Is the { tube / screw } shaft fitted with a continuous liner { \_\_\_\_\_ }  
 Bronze Liners, thickness in way of bushes as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ Thickness between bushes as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ Is the after end of the liner made watertight in the propeller boss \_\_\_\_\_  
 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 \_\_\_\_\_ Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft \_\_\_\_\_  
 If so, state type \_\_\_\_\_ Length of Bearing in Stern Bush next to and supporting propeller \_\_\_\_\_  
 Propeller, dia. \_\_\_\_\_ Pitch \_\_\_\_\_ No. of Blades \_\_\_\_\_ Material \_\_\_\_\_ whether Moveable \_\_\_\_\_ Total Developed Surface \_\_\_\_\_ sq. feet  
 Feed Pumps worked from the Main Engines, No. \_\_\_\_\_ Diameter \_\_\_\_\_ Stroke \_\_\_\_\_ Can one be overhauled while the other is at work \_\_\_\_\_  
 Bilge Pumps worked from the Main Engines, No. \_\_\_\_\_ Diameter \_\_\_\_\_ Stroke \_\_\_\_\_ Can one be overhauled while the other is at work \_\_\_\_\_  
 Feed Pumps { No. and size \_\_\_\_\_ How driven \_\_\_\_\_ } Pumps connected to the Main Bilge Line { No. and size \_\_\_\_\_ How driven \_\_\_\_\_ }  
 Ballast Pumps, No. and size \_\_\_\_\_ 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 \_\_\_\_\_  
 In Pump Room \_\_\_\_\_ In Holds, &c. \_\_\_\_\_

Main Water Circulating Pump Direct Bilge Suctions, No. and size \_\_\_\_\_ Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size \_\_\_\_\_  
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes \_\_\_\_\_  
 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 \_\_\_\_\_ Are they fitted with Valves or Cocks \_\_\_\_\_  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates \_\_\_\_\_ Are the Overboard Discharges above or below the deep water line \_\_\_\_\_  
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel \_\_\_\_\_ 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 \_\_\_\_\_  
 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 \_\_\_\_\_

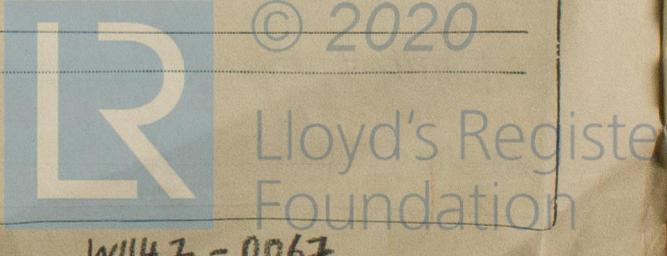
**MAIN BOILERS, &c.**—(Letter for record \_\_\_\_\_) Total Heating Surface of Boilers \_\_\_\_\_  
 Is Forced Draft fitted \_\_\_\_\_ No. and Description of Boilers \_\_\_\_\_ Working Pressure \_\_\_\_\_  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? \_\_\_\_\_  
 IS A DONKEY BOILER FITTED? \_\_\_\_\_ If so, is a report now forwarded? \_\_\_\_\_  
 Is the donkey boiler intended to be used for domestic purposes only \_\_\_\_\_  
 PLANS. Are approved plans forwarded herewith for Shafting \_\_\_\_\_ Main Boilers \_\_\_\_\_ Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
 (If not state date of approval) \_\_\_\_\_  
 Superheaters \_\_\_\_\_ General Pumping Arrangements \_\_\_\_\_ Oil fuel Burning Piping Arrangements \_\_\_\_\_

### SPARE GEAR.

Has the spare gear required by the Rules been supplied \_\_\_\_\_  
 State the principal additional spare gear supplied \_\_\_\_\_

The foregoing is a correct description,

Manufacturer.



1937  
Feb. 19. Mar. 5. 8. 9. 11. 12. 17. 18. 21. 24. Apr. 1. 2. 5.

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 13.

Dates of Examination of principal parts—Cylinders MP 2-4-37 Slides Covers MP 2-4-37

Pistons MP 2-4-37 Piston Rods Connecting rods

Crank shaft H.P. & L.P. 5-4-37 Thrust shaft Intermediate shafts

Tube shaft Screw shaft Propeller

Stern tube Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material Steel Identification Mark 2975 LLOYDS 6772 HAI. JES. 5-4-37 Thrust shaft material Identification Mark

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.

Have the requirements of the Rules for the use of oil as fuel been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, have the requirements of the Rules been complied with

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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 H.P. & L.P. crank shaft, part bedplate, M.P. cylinder, piston and covers have been made at the wallend works, and have been dispatched to the Engine Builders Sunderland works for assembling with the remaining parts of these engines. The materials and workmanship are sound and good. The M.P. cylinder was tested to 75 lbs water pressure and found satisfactory.

The amount of Entry Fee	£	:	:	When applied for,
Special	£	:	:	19
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

J. Sellers  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 18 JUL 1937

Assigned See Sla 32132



© 2020  
Lloyd's Register  
Foundation

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