

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 31859

16 JUL 1936

Received at London Office

Date of writing Report

19

When handed in at Local Office

10 JULY 1936

Port of

Sunderland.

No. in Survey held at

Sunderland.

Date, First Survey

July 10

Last Survey

July 8 1936

Reg. Book

on the *Steel Screw Steamer "ST. HELENA"*

(Number of Visits

53

Built at

Sunderland

By whom built

J. L. Thompson & Co. Ltd.

Yard No.

543

Tons

Gross 4313

Net 2605

When built

1936.

Engines made at

Newcastle on Tyne

By whom made

Whit's Max. Eng. Co. Ltd.

Engine No.

40

When made

1936.

Boilers made at

Sunderland

By whom made

G. Clark (1936) Ltd.

Boiler No.

1196

When made

1936.

Registered Horse Power

Owners

St. Quentin Shipping Co. Ltd.

Port belonging to

Liverpool.

Nom. Horse Power as per Rule

304

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Yes.

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Please see Nwe. Rpt. N° 93812

Comb.

Revs. per minute 62.

Dia. of Cylinders

Length of Stroke

No. of Cylinders

No. of Cranks

Crank shaft, d.a. of journals

as per Rule

Crank pin dia.

Crank webs

Mid. length breadth

Thickness parallel to axis

Intermediate Shafts, diameter

as fitted

as per Rule

Thrust shaft, diameter at collars

as fitted

Thickness around eye-hole

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as fitted

Is the shaft fitted with a continuous liner

Yes.

Bronze Liners, thickness in way of bushes

as per Rule

Thickness between bushes

as per Rule

Is the after end of the liner made watertight in the

propeller boss

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

If so, state type

Propeller, dia.

Pitch

No. of blades

Material

Length of Bearing in Stern Bush next to and supporting propeller

Total Developed Surface

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

Pumps connected to the

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

Bilge Pumps, In Engine and Boiler Room

In Pump Room

In Holds, &c.

Suctions, connected to both Main Bilge Pumps and Auxiliary

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 twin I 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 sized sufficiently high on the ship's side to be seen without using the stokehold plates

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

What Pipes pass through the bunkers

What pipes pass through the deep tanks

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

MAIN BOILERS, &c. (Letter for record

S.

Total Heating Surface of Boilers

Working Pressure

Is Forced Draft fitted

No. and Description of Boilers

2 SB

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

(If not state date of approval)

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

Superheaters

Retained for

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

One Cast iron Propeller, 2 Safety valve Springs, 1 main & 1 auxiliary feed check valve, 1 main Stop valve lid, 2 blow down valve lids.

During progress of work in shops - - 1936 May 10, 18, 17, 19, 22, 26, 30, April 1, 2, 3, 6, 7, 8, 15, 17, 20, 22, 23, 27, 28, 30, May 1, 4, 6, 8, 11, 12, 14, 15, 19, 20, 22, 25, 26, 27, 29, June 5, 8, 9, 10, 11, 12, 15, 16, 18, 26, 29, 30, July 1, 2, 3, 4, 8

Dates of Survey while building During erection on board vessel - - -

Total No. of visits 53

Dates of Examination of principal parts—Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft Intermediate shafts 3/4/36, 8/4/36

Tube shaft Screw shaft 10/3/36, 3/4/36, Propeller 3/4/36.

Stern tube 8/4/36. Engine and boiler seatings 1/5/36 Engines holding down bolts 5/6/36.

Completion of fitting sea connections 6/4/36.

Completion of pumping arrangements 4/4/36. Boilers fixed 16/6/36. Engines tried under steam 9/4/36.

Main boiler safety valves adjusted 4/4/36. Thickness of adjusting washers P. B. 5. 3/8 1/4 S. B. 5. 3/8 1/4 NO 2244 C.H.L.P. 2. 3. 36

Crank shaft material Identification Mark NO 645 W.H.F. 31/4/36 Thrust shaft material Identification Mark

Intermediate shafts, material Identification Mark NO 645 W.H.F. 31/4/36 Tube shaft, material Identification Mark

Screw shaft, material Identification Mark NO 645 W.H.F. 31/4/36 Steam Pipes, material S.D. Steel Test pressure 690 lb Date of Test 11/6/36.

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

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

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No. 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 Not desired.

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.)

This machinery has now been securely fixed on board the vessel & tried under full working conditions at Sea with Satisfactory results.

The machinery is now eligible in my opinion to have notation L.N.C. Y. 36 (as previously recommended) T.S (C.L.) Fitted for oil fuel Y. 36 (F.P. above 150°F). in the Register Book.

SUNDERLAND.

The amount of Entry Fee ... £ 2 main boilers 28/5 Special 14/2 Donkey Boiler Fee (charged on N.W.C. 1/2) Travelling Expenses (if any)

When applied for, 2nd July 1936

When received, 2nd July 1936

Committee's Minute FRI. 24 JUL 1936

Assigned + dmc 7 36 fitted for oil fuel Y. 36 F.P. above 150°F W.C.L.

Engineer Surveyor to Lloyd's Register of Shipping.

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