

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-6 JUN 1931

Date of writing Report

19

When handed in at Local Office

5 JUNE 1931

Port of

Sunderland

No. in Survey held at

Sunderland

Date, First Survey

15 Aug 29

Last Survey

2 June 31

Reg. Book.

on the

S.S. "HELMSPER"

Number of Visits

59

Tons

Gross

Net

When built

1930

Built at

Sunderland

By whom built

J.L. Thompson &amp; Son, Ltd.

Yard No.

569

Engines made at

Sunderland

By whom made

J. Dickinson &amp; Son, Ltd.

Engine No.

907

when made

1930

Boilers made at

Sunderland

By whom made

J. Dickinson &amp; Son, Ltd.

Boiler No.

907

when made

1930

Registered Horse Power

424

Owners

Stuath Steamship Co. Ltd.

Port belonging to

Cardiff

Nom. Horse Power as per Rule

424

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Yes

Trade for which Vessel is intended

General cargo

## ENGINES, &amp;c.

Description of Engines

Triple expansion - Compound

Revs. per minute

67

Dia. of Cylinders

24" - 43" - 72"

Length of Stroke

48"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule

13.55"

as fitted

14"

Crank webs

Mid. length breadth

8"

shrink

Thickness parallel to axis

8 5/8"

Intermediate Shafts, diameter

as per Rule

12.91"

as fitted

13"

Thrust shaft, diameter at collars

as per Rule

13.55"

as fitted

13 3/4"

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule

14.39"

Is the

tube

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

25/32"

Thickness between bushes

as per Rule

25/32"

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

No

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

5'-0"

Propeller, dia.

17'-9"

Pitch

17'-0"

No. of Blades

4

Material

whether

Moreable

No

Total Developed Surface

97

sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

4"

Stroke

25 1/2"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

4"

Stroke

25 1/2"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

Two - 7 1/2" x 5" x 6"

Pumps connected to the

No. and size

One - 9" x 10" x 10"

How driven

Steam

Main Bilge Line

How driven

Steam

Ballast Pumps, No. and size

One 9" x 10" x 10"

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

No

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

Boiler Room

2-3"

Engine Room

2-3"

In Holds, &amp;c.

No 1 Hold

2-3"

No 2

2-3 1/2"

No 3

2-3"

No 4

2-3"

Tunnel Well

2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size

One 7"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

One 4 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 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

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

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

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 Top E.R. platform

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

(S)

Total Heating Surface of Boilers

6999 sq. ft.

Is Forced Draft fitted

No

No. and Description of Boilers

3 Single Marine Type

Working Pressure

180 lbs/sq. in.

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

23.5.29

Auxiliary Boilers

No

Donkey Boilers

No

(If not state date of approval)

Superheaters

No

General Pumping Arrangements

No

Oil fuel Burning Piping Arrangements

No

SPARE GEAR. State the articles supplied:—

Propeller

1 set coupling bolts and nuts, 2 Main Binnacle

bolts and nuts, 2 Connecting Rod bolts and nuts, 2 Piston Rod Bolts and Nuts.

2 Feed pump Valves, 2 Bilge pump Valves, 100 Assorted Bolts and Nuts, 2 Bars Iron

1/4 &amp; 3/8 plate, 2 Check Valve Lids, 12 Piston pins, 12 Piston pins, 2 Safety Valve

springs, 2 Escape Valve springs, 6 Boiler Tubes, 6 Condenser Tubes, 1 Feed

pump ram, 1 Eccentric Rod, 50 Fire Bars, 1 Set of Back Bridges, baffles

and front deadplates.

The foregoing is a correct description,

John Dickinson &amp; Son, Limited.

J. Dickinson

Manufacturer.

Director.



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Lloyd's Register

Foundation

1176-0095



