

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

5 OCT 1939

Writing Report 19 When handed in at Local Office **30 SEP 1939** Port of **SUNDERLAND**
 in Survey held at **SUNDERLAND** Date, First Survey **May 4** Last Survey **Sep 28 1939**
 Book. on the **CORMARSH** (Number of Visits **68**)
 at **Barnstaple** By whom built **Barnstaple S.B. Co. Ltd.** Yard No. **231** When built **1939**
 Engines made at **Sunderland** By whom made **R.E. Marine Eng. Co. (1938)** Engine No. **2943** When made **1939**
 Boilers made at **do.** By whom made **do.** Boiler No. **do.** When made **do.**
 Registered Horse Power **244** Owners **Long Colliers. Ltd** Port belonging to **London**
 Horse Power as per Rule **244** Is Refrigerating Machinery fitted for cargo purposes **no** Is Electric Light fitted **yes**
 for which Vessel is intended **Coal**

GINES, & Co.—Description of Engines **Triple expansion with poppet valves on H.P. & I.P.** Revs. per minute
 of Cylinders **18 1/2", 29", 52"** Length of Stroke **39"** No. of Cylinders **3** No. of Cranks **3**
 Crank shaft, dia. of journals **as per Rule** Crank pin dia. **1 1/4"** Crank webs **as per Rule** Thickness parallel to axis **6 1/2" x 7"**
 Intermediate Shafts, diameter **as per Rule** Thrust shaft, diameter at collars **as per Rule** Thickness around eye-hole **5 1/2" x 5 1/8"**
 e Shafts, diameter **as per Rule** Screw Shaft, diameter **as per Rule** Is the **tube** shaft fitted with a continuous liner **no**
 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
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 Is an approved Oil Gland or other appliance fitted at the after end of the tube
 Length of Bearing in Stern Bush next to and supporting propeller **4'-3"**
 Propeller, dia. **15'-6"** Pitch **13.18'** No. of Blades **4** Material **C.I.** whether Moveable **not** Total Developed Surface **91** sq. feet
 Pumps worked from the Main Engines, No. **2** Diameter **3 1/4"** Stroke **21"** Can one be overhauled while the other is at work **yes**
 e Pumps worked from the Main Engines, No. **2** Diameter **3 1/4"** Stroke **21"** Can one be overhauled while the other is at work **yes**
 d { No. and size **2** **8"x6"x15"** Pumps connected to the { No. and size **1** **10"x12 1/2"x24"**
 ps { How driven **Steam** Main Bilge Line { How driven **Steam**
 Last Pumps, No. and size **2** **10"x12 1/2"x24"** Lubricating Oil Pumps, including Spare Pump, No. and size
 two independent means arranged for circulating water through the Oil Cooler
 Pumps;—In Engine and Boiler Room **Engine Rm. with 1 @ 2 1/2" dia.; Boiler Rm. 2 @ 2 1/2" dia.**
 In Holds, &c. **No. 1. 1 @ 2 1/2" dia.; No. 2. 1 @ 3" dia.**
 No. 5. **2 @ 3 1/2" dia.**

Water Circulating Pump Direct Bilge Suctions, No. and size **1 @ 6" dia.** Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size **1 @ 4" dia.** Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes **yes**
 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**
 all Sea Connections fitted direct on the skin of the ship **yes** Are they fitted with Valves or Cocks **yes**
 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**
 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
 Pipes pass through the bunkers **none** How are they protected
 pipes pass through the deep tanks **yes** Have they been tested as per Rule
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times **yes**
 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
 department to another **yes** Is the Shaft Tunnel watertight **yes** Is it fitted with a watertight door **yes** worked from

IN BOILERS, & Co.—(Letter for record **3**) Total Heating Surface of Boilers **3396 sq. ft.**
 ch Boilers are fitted with Forced Draft **both** Which Boilers are fitted with Superheaters **both**
 and Description of Boilers **2 Cylindrical multitubular** Working Pressure **220 lbs.**

A REPORT ON MAIN BOILERS NOW FORWARDED? **yes**
A DONKEY BOILER FITTED? **no** If so, is a report now forwarded?

The donkey boiler be used for domestic purposes only

ANS. Are approved plans forwarded herewith for Shafting **16/5/39** Main Boilers **yes** Auxiliary Boilers **no** Donkey Boilers **no**
 (If not state date of approval)
 heaters **no** General Pumping Arrangements **yes** Oil fuel Burning Piping Arrangements **no**

SPARE GEAR.

The spare gear required by the Rules been supplied **yes**
 the principal additional spare gear supplied

The foregoing is a correct description.

THE NORTH EASTERN MARINE ENGINEERING CO. (1938) LTD

John Lumsden
 RESIDENT MANAGER.

Manufacturer.



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W21-0271

1939. May. 4. 5. 11. 15. 22. 25. 26. 27. 30. June 1. 5. 10. 13. 14. 16. 19. 20. 22. 23. 26. 27. 28. 29. 30. July 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Aug. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Sep. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Oct. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Nov. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Dec. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31.

Dates of Survey while building

During progress of work in shops --

During erection on board vessel --

Total No. of visits 68

Dates of Examination of principal parts—Cylinders 9/15/8/39 Slides 23/28/8/39 Covers 29/8/39

Pistons 21/7/39 Piston Rods 9/8/39 Connecting rods 9/8/39

Crank shaft 25/7/39 Thrust shaft 26/7/39 Intermediate shafts —

Tube shaft — Screw shaft 28/7/39 Propeller 28/7/39

Stern tube 2/8/39 (Lith) Engine and boiler seatings 10/8/39 (Lith) Engines holding down bolts 13/9/39

Completion of fitting sea connections 18/8/39 (Lith)

Completion of pumping arrangements — Boilers fixed 7/9/39 Engines tried under steam 26/9/39

Main boiler safety valves adjusted 26/9/39 Thickness of adjusting washers Std. 5/16" port, 9/32" std. 5/16" std. 9/32"

Crank shaft material Std Identification Mark 1478 Thrust shaft material Std Identification Mark 1597

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

Screw shaft, material Std Identification Mark 1596 Steam Pipes, material Std Test pressure 660 lb. Date of Test 20.9.

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 the use of oil as fuel been complied with —

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 required.

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 machinery of this vessel has been constructed under Special Survey in accordance with the approved plans, Secretary's letter and the requirements of the Rules. Workmanship and materials are good. The machinery has been tried under working conditions with satisfactory results. The machinery will be eligible, in my opinion, for the

Notation + L. M. C. 9.39

When the ballast pumping arrangements have been completed it is intended to do this at Lith & Quick Port the vessel is now proceeding.

L. D. Home

The amount of Entry Fee ... £ 4 : — : When applied for, 29 SEP 1939

Special ... £ 61 : — : When received, 14/10/39 28.8 13/11

Donkey Boiler Fee ... £ : :

Travelling Expenses (if any) £ : :

TUE. 7 NOV 1939

Committee's Minute

Assigned

Lith 10.39

Mt. 20. O.C.

Engineer Surveyor to Lloyd's Register of Shipping



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