

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

10 DEC 1936

Received at London Office

Date of writing Report 19 When handed in at Local Office 4 DEC. 1936 Port of SUNDERLAND

No. in Survey held at SUNDERLAND Date, First Survey 28 Sept. Last Survey 28 Nov 1936

Req. Book on the CORHEATH (Number of Visits 52) Gross Tons 1096 Net 577

Built at Sunderland By whom built S. P. Austin & Sons Ltd Yard No. 341 When built 1936

Engines made at Sunderland By whom made North Eastern Marine Eng. Co. Ltd Engine No. 2858 When made 1936

Boilers made at Sunderland By whom made North Eastern Marine Eng. Co. Ltd Boiler No. 2858 When made 1936

Registered Horse Power Owners E. O. Colliers Ltd Port belonging to London

Nom. Horse Power as per Rule 131 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended

RETAIN

ENGINES, &c.—Description of Engines Triple expansion, poppet valves H.P. & I.P. Revs. per minute 3

Dia. of Cylinders 14 1/2", 24", 41" Length of Stroke 30" No. of Cranks 3 No. of Cranks 3

Crank shaft, d.a. of journals as per Rule 8 1/2" Crank pin dia. 8 3/4" Crank webs Mid. length breadth shrunk Thickness parallel to axis 5 3/8" & 6 1/2" (H.P.)

Intermediate Shafts, diameter as per Rule 8.02" Thrust shaft, diameter at collars as per Rule 8.42" as fitted 8 3/4"

Tube Shafts, diameter as per Rule 8.96" Is the tube screw shaft fitted with a continuous liner? yes

Bronze Liners, thickness in way of bushes as per Rule 5.69" Thickness between bushes as fitted 9/16" 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? yes

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? yes

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? yes

Propeller, dia. 11.3" Pitch 11.23" No. of Blades 4 Material C.I. whether Moveable not Total Developed Surface 46.5 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 1.3" Can one be overhauled while the other is at work? yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 1.3" Can one be overhauled while the other is at work? yes

Feed Pumps No. and size Two 8" x 6" x 15" Pumps connected to the Main Bilge Line No. and size one 9 1/2" x 11" x 18" How driven steam

Ballast Pumps, No. and size one 9 1/2" x 11" x 18" Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler? yes

Bilge Pumps;—In Engine and Boiler Room one 2 1/2" dia. E.R. ✓ one 3" dia. B.R. ✓

In Pump Room In Holds, &c. 2 1/2" dia. one port, one starboard in each hold. ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 4" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 2 1/2" dia. 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? yes

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? Hold bilge suction How are they protected? steel or wood sheathing

What pipes pass through the deep tanks? Have they been tested as per Rule? yes

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? worked from ✓

MAIN BOILERS, &c.—(Letter for record J.S.) Total Heating Surface of Boilers 2254 sq. ft. Working Pressure 220 lbs.

Is Forced Draft fitted? no No. and Description of Boilers one, cylindrical multichamber

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes If so, is a report now forwarded? yes

IS A DONKEY BOILER FITTED? yes

Is the donkey boiler intended to be used for domestic purposes only? no

PLANS. Are approved plans forwarded herewith for Shafting 24/7/36 Main Boilers yes Auxiliary Boilers — Donkey Boilers yes

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied? yes

State the principal additional spare gear supplied.

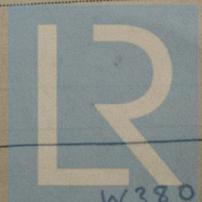
One C.I. Propeller, 3 roller bars, 2 long axle carriers, 2 working gear brackets, 20 bilge segments, 20% total number of joining rings for clumps, 10% total number steel flanges, 5% total number studs & nuts, 2% ditto clamps.

RETAIN

The foregoing is a correct description,
FOR THE NORTH EASTERN MARINE ENGINEERING CO. LTD

Archib. J. Berry
MANAGER

Manufacturer.



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Foundation

W380-0012

NOTE.—The words which do not apply should be crossed out.

Dates of Survey while building

During progress of work in shops -- 1936. Sep. 1, 8, 15, 18, 21, 24, 25, 26, 28, 29, 30. Oct. 1, 5, 7, 8, 9, 13, 15, 16, 19, 20, 21, 22, 23, 24, 26, 27, 29, 30, 31. Nov. 2, 3, 4, 5, 6, 7, 9, 10, 12, 13, 16, 17, 18, 19, 20, 21, 23, 24, 25, 27, 28

During erection on board vessel ---

Total No. of visits 52

Dates of Examination of principal parts—Cylinders 20/10/36 Slides 3/11/36 Poppets 14/11/36 Covers 7/11/36

Pistons 29/10/36 Piston Rods 24/10/36 Connecting rods 5/11/36

Crank shaft 27/10/36 Thrust shaft 27/10/36 Intermediate shafts ✓

Tube shaft ✓ Screw shaft 27/10/36 Propeller 2/11/36

Stern tube 23/10/36 Engine and boiler seatings 15/10/36 Engines holding down bolts 25/11/36

Completion of fitting sea connections 24/10/36 Boilers fixed 25/11/36 Engines tried under steam 25/11/36

Completion of pumping arrangements 27/11/36 Main boiler safety valves adjusted 25/11/36 Thickness of adjusting washers 7/16" both 2 1/4" Superheater.

Crank shaft material Steel Identification Mark 8989 Thrust shaft material Steel Identification Mark 9009

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

Screw shaft, material Steel Identification Mark 9009 Steam Pipes, material Steel Test pressure 660 lbs. Date of Test 20/11/36

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 no.

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.)

This machinery has been constructed under special survey in accordance with the approved plans, Secretary's letters and the requirements of the Rules. Workmanship and materials are good.

The machinery has been efficiently installed and tried under steam and is, in our opinion, eligible for the

NOTATION + L.M.C. 11.36. C.L.

L.R. Home
 F. Roberts
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 3 : :
 Special ... £ 32 : 15 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 4 DEC. 1936
 When received, 11.12.36

Committee's Minute FRI. 18 DEC 1936

Assigned + LMC 12.36
 (Spt) CL. OG.

