

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 15 JUN 1934

Date of writing Report 19 When handed in at Local Office 14 JUN 1934 Port of Newcastle on Tyne  
 No. in Survey held at Newcastle-on-Tyne Date, First Survey 8 May Last Survey 17 May 1934  
 Reg. Book. on the S.T. Se "LONDON TRADER" (Number of Visits 4)  
 Built at Hestburn-on-Tyne By whom built R.W. Hawthorn, Leslie & Co. Ltd. Yard No. 594 Tons { Gross  
 Engines made at Sunderland By whom made The North Eastern Mar. Eng. Co. Ltd. Engine No. When built 1934  
 Boilers made at Sunderland By whom made The North Eastern Mar. Eng. Co. Ltd. Boiler No. When made 1934  
 Registered Horse Power Owners Free Trade Wharf Co. Ltd. Port belonging to London  
 Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted yes.  
 Trade for which Vessel is intended Coasting.

GINES, &c.—Description of Engines Fitting of sea connections, stern tube, prop. shaft & propeller.  
 Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks  
 Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis  
 Mid. length thickness Thickness around eye-hole  
 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 { shaft fitted with a continuous liner {  
 { screw {  
 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 Movable 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 { No. and size Pumps connected to the { No. and size  
 { How driven Main Bilge Line { 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 turret 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  
 That Pipes pass through the bunkers How are they protected  
 That 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  
 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?

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.

Is the spare gear required by the Rules been supplied  
 Are the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.



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Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - - -  
Total No. of visits

Dates of Examination of principal parts—Cylinders Slides Covers  
Pistons Piston Rods Connecting rods  
Crank shaft Thrust shaft Intermediate shafts  
Tube shaft Screw shaft Propeller  
Stern tube Engine and boiler seatings Engines holding down bolts  
Completion of fitting sea connections 14.5.34 Boilers fixed Engines tried under steam  
Completion of pumping arrangements Thickness of adjusting washers  
Main boiler safety valves adjusted Identification Mark Thrust shaft material Identification Mark  
Crank shaft material Identification Marks Tube shaft, material Identification Mark  
Intermediate shafts, material Identification Mark Steam Pipes, material Test pressure Date of Test  
Screw shaft, material Is the flash point of the oil to be used over 150°F.  
Is an installation fitted for burning oil fuel 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 sea connections, stern tube, screw shaft and propeller have been satisfactory fitted.  
The vessel is proceeding to Sunderland where the machinery is to be installed by Messrs North Eastern Marine Eng. Co. Ltd., and the Sunderland Surveyors have been advised.

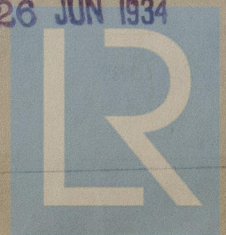
Certificate to be sent to  
The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

A. B. Forster  
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute  
Assigned Lee F. C. Rpt.

TUE. 26 JUN 1934



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