

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-4 JUN 1934

Date of writing Report

19

When handed in at Local Office

19

Port of

Sunderland.

No. in Survey held at

Sunderland

Date, First Survey 5th MarchLast Survey 1st June

1934

Reg. Book

on the S/S "LONDON TRADER"

(Number of Visits 28)

Gross

Tons

Net

When built 1934

when made 1934

when made 1934

Built at Newcastle

By whom built R. & W. Hawthorn Leslie & Co

Yard No. 594

Engines made at Sunderland

By whom made North Eastern Mar. Eng. Co.

Engine No. 2809

Boilers made at Sunderland

By whom made North Eastern Mar. Eng. Co.

Boiler No. 2809

Registered Horse Power

Owners Free Trade Wharf Ltd.

Port belonging to London.

Nom. Horse Power as per Rule 103

Is Refrigerating Machinery fitted for cargo purposes

no.

Is Electric Light fitted

Yes.

Trade for which Vessel is intended

Coasting.

ENGINES, &c.—Description of Engines.

Dia. of Cylinders 13 1/2" x 23" x 38"

Length of Stroke 24"

No. of Cylinders 3

Revs. per minute 82

Crank shaft, dia. of journals as per Rule 4 5/8"

Crank pin dia. 4 1/8"

Crank webs

No. of Cranks 3

Intermediate Shafts, diameter as per Rule 4 3/8"

as fitted 4 1/8"

Mid. length breadth 1 1/2"

Mid. length thickness 4 13/16"

Tube Shafts, diameter as per Rule 4 3/8"

as fitted 4 1/8"

Thrust shaft, diameter at collars as per Rule 4 5/8"

as fitted 4 1/8"

Screw Shaft, diameter as per Rule 8 1/2"

as fitted 8 1/2"

Is the screw shaft fitted with a continuous liner

Yes.

Bronze Liners, thickness in way of bushes as per Rule 539"

as fitted 9/16"

Thickness between bushes as per Rule 404"

as fitted 1/2"

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

one length

Is the space charged with a plastic material insoluble in water and non-corrosive

tight fit.

Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft

no.

Propeller, dia. 10' 6"

Pitch 12' 9 5/8"

No. of Blades 4

Material C. I.

whether Moveable

no.

Feed Pumps worked from the Main Engines, No. 2

Diameter 2 1/4"

Stroke 15"

Can one be overhauled while the other is at work

Yes.

Bilge Pumps worked from the Main Engines, No. 2

Diameter 2 1/4"

Stroke 15"

Can one be overhauled while the other is at work

Yes.

Feed Pumps No. and size Two 5 1/2" x 3 1/2" x 5"

How driven Steam

Pumps connected to the Main Bilge Line

No. and size One 6 1/2" x 5" x 6"

How driven Steam

Yes.

Ballast Pumps, No. and size One 6 1/2" x 5" x 6"

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

one @ 2 1/2" in aft well

In Holds, &c. 2 @ 2" in No. 1 Hold

2 @ 3" in No. 2 Hold

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

one 4"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size one 3"

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 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Yes.

Are they fitted with Valves or Cocks

Both.

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 Suctions

What pipes pass through the deep tanks

none.

How are they protected

Wood Casings.

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

none.

Is it fitted with a watertight door

worked from

Main BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers 1800 sq. ft.

Is Forced Draft fitted

no.

No. and Description of Boilers Two S. B.

Working Pressure 200

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

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

Superheaters

PARE GEAR. State the articles supplied:—

1 C. I. Propeller. 2 Bottom End bolts & nuts.

2 Top End bolts & nuts. 2 main bearing bolts & nuts. 6 Coupling bolts & nuts.

2 Feed Pump valves & seats. 2 Bilge Pump valves & seats.

1/2 Cwt. assorted iron plate. 1/2 Cwt. assorted iron bar.

50 assorted bolts & nuts. 6 fund ring bolts & nuts. one pair bottom end brasses.

one air pump rod & nut. 6 plain boiler tubes.

The foregoing is a correct description,

FOR THE NORTH EASTERN MARINE ENGINEERING CO. LD.

Archibald Bay.

MANAGER

Manufacturer.



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W 53-0062

Dates of Survey while building
During progress of work in shops - - - March 5. 7. 15. 16. 19. 21. 23. 28. April 4. 6. 11. 13. 16. 18. 20. 24. 24. 30. May 9. 10. 16. 18. 23.
During erection on board vessel - - - 25. 26. 29. 30. June. 1.
Total No. of visits 28.

Dates of Examination of principal parts—Cylinders April 18. 24 May 9. Slides 7. 5. 34. 11. 5. 34 Covers 4. 5. 34.
Pistons Apr. 18. 27. Piston Rods 7. 5. 34. Connecting rods 7. 5. 34.
Crank shaft Apr. 11. 16. May 24. Thrust shaft 24. 4. 34. Intermediate shafts 24. 4. 34.
Tube shaft ✓ Screw shaft 4. 5. 34. 9. 5. 34. Propeller 9. 5. 34. & New Rpt.
Stern tube 7. 5. 34 & New Rpt. Engine and boiler seatings 28. 5. 34 Engines holding down bolts 28. 5. 34.
Completion of fitting sea connections See Newcastle Report.
Completion of pumping arrangements 1. 6. 34. Boilers fixed 28. 5. 34. Engines tried under steam 1. 6. 34.
Main boiler safety valves adjusted 1. 6. 34. Thickness of adjusting washers Port Bl. F 5/16" Std Bl. F 3/8" No 4230
Crank shaft material Steel Identification Mark WHF 24. 4. 34 Thrust shaft material Steel Identification Mark WHF 24. 4. 34
Intermediate shafts, material Steel Identification Mark No 4230 Tube shaft, material ✓ Identification Mark 25. 5. 34.
Screw shaft, material Steel Identification Mark WHF 9/5/34 Steam Pipes, material S.D. Steel Test pressure 600. Date of Test 17. 5. 34.
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 carrying and burning oil fuel been complied with ✓
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 been built under Special Licence in accordance with the Rules of the Society.
The materials & workmanship are good.
The machinery has been securely fitted on board the vessel & tried under steam with satisfactory results & is eligible in my opinion, to have notation A L.M.C. 6. 34 T.S. (CL).

The amount of Entry Fee ... £ 3 : - : When applied for,
Special ... £ 25 : 15 : 19
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 9. 6. 1934

Committee's Minute

FRI 15 JUN 1934

TUE 26 JUN 1934

Assigned

See 76-47 + L.M.C. 6. 34

C.L.

W. H. R. Raser.

Engineer Surveyor to Lloyd's Register of Shipping.

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