

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

30 APR 1928

Date of writing Report

19

When handed in at Local Office

28 APR 1928

Port of Sunderland

No. in Survey held at

Sunderland

Date, First Survey 14 May 27

Last Survey 24 Apr 1928

Reg. Book.

12040 on the

S. S. "NIEMEN"

(Number of Visits 48)

Built at

Stockton

By whom built

Craig, Taylor & Co Ltd

Yard No. 209

Tons { Gross
Net

When built 1928

Engines made at

Sunderland

By whom made

North Eastern Marine Eng Co Ltd Engine No. 2554 when made 1928

Boilers made at

Sunderland

By whom made

North Eastern Marine Eng Co Ltd Boiler No. 2554 when made 1928

Registered Horse Power

Owners Polish State Steamships Co.

Port belonging to Gdynia.

Nom. Horse Power as per Rule

293

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

General cargo.

ENGINES, &c.—Description of Engines

Triple Expansion—Single Screw.

Revs. per minute 66½

Dia. of Cylinders 28½ - 39 - 64

Length of Stroke 42

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 12.101

as fitted 12½

Crank pin dia. 12½

Crank webs

Mid. length breadth

shrunk

Thickness parallel to axis 7¾

Intermediate Shafts, diameter

as per Rule 11.524

as fitted 11¾

Thrust shaft, diameter at collars

as per Rule 12.101

as fitted 12½

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 12.894

as fitted 13½

Is the { tube } shaft fitted with a continuous liner {

Yes

Bronze Liners, thickness in way of bushes

as per Rule 6.92

as fitted 11/16

Thickness between bushes

as per Rule 5.15

as fitted 5/8

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 shaft

Yes

Length of Bearing in Stern Bush next to and supporting propeller

4' 6"

Propeller, dia. 16' 6"

Pitch 16' 9"

No. of Blades 4

Material Cast Iron

whether Movable

No

Total Developed Surface 83 sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 3"

Stroke 24"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 3½"

Stroke 24"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size 1 - 6" x 4" x 6"

How driven Steam

Pumps connected to the Main Bilge Line

No. and size 1 - 7" x 9" x 9"

How driven Steam

Ballast Pumps, No. and size 1 - 7" x 9" x 9"

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

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 3 @ 2½" Dia.

In Holds, &c. Fore Hold 2 @ 3½" Dia, aft Hold 2 @ 3½" Dia, 1 @ 3½" Dia Hold Well, 1 @ 3½" Dia Tunnel Well,

1 @ 3" Dia Tunnel Drain.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 7" Dia

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 @ 4" 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

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

Main Discharge below

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

None

How are they protected

Yes

What pipes pass through the deep tanks

None

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

Yes

worked from Top platform

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

Total Heating Surface of Boilers

4606 sq ft

Is Forced Draft fitted

No

No. and Description of Boilers two Single ended Marine type Working Pressure 180 lbs sq"

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

Yes (as Middlesbrough)

If so, is a report now forwarded?

Yes (with Middlesbrough Ship Report)

PLANS. Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes (from Middlesbrough)

(If not state date of approval)

Superheaters

Yes

General Pumping Arrangements

Yes (with Middlesbrough Ship Report)

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR. State the articles supplied:—

1 Cast Iron Propeller, 2 Bottom end Bolts and Nuts, 2 Top end Bolts and Nuts,

2 Main Bearing Bolts and Nuts, 6 Coupling Bolts and Nuts, 2 Feed Pump Valves,

2 Bilge Pump Valves, 2 Cuts of Iron Plate, 1 Cut of Iron Bar, 50 Assorted Bolts and Nuts.

The foregoing is a correct description,

FOR THE NORTH EASTERN MARINE ENGINEERING CO. LTD

John Neill

Manufacturer.

Manager.



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Lloyd's Register
Foundation

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1927. May. 14. 21. June 1. 9. 17. 20. 21. 24. 29. July. 14. 8. 13. 16. 18. 22. 25. 28. Aug. 14. 9. 16. 19. 22. 29. Oct 5. 1928. Jan. 31. Feb. 7. 15. 17. 21. 22. 23. Mar. 1. 5. 6. 14. 15. 16. 19. 20. 22. 26. 27. 28. 29. 30. 16. 19. 24
During progress of work in shops - - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 48

Dates of Examination of principal parts—Cylinders 21-6-27 Slides 16-8-27 Covers 28-7-27
Pistons 24-6-27 Piston Rods 28-7-27 Connecting rods 9-8-27
Crank shaft 4-7-27 Thrust shaft 4-7-27 Intermediate shafts 22-2-28
Tube shaft ✓ Screw shaft 1-3-28 Propeller 14-3-28
Stern tube 1-3-28 Engine and boiler seatings 15-3-28 Engines holding down bolts 27-3-28
Completion of fitting sea connections 5-3-28
Completion of pumping arrangements 29-3-28 Boilers fixed 28-3-28 Engines tried under steam 29-3-28
Main boiler safety valves adjusted 29-3-28 Thickness of adjusting washers P.P. 3/8" P.S. 3/8" S.P. 1/2" S.S. 3/8"
Crank shaft material Ingot Steel Identification Mark A.T.G. 4-7-27 Thrust shaft material Ingot Steel Identification Mark A.T.G. 4-7-27
Intermediate shafts, material Ingot Steel Identification Marks SEE BELOW. Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Ingot Steel Identification Mark A.T.G. 1-3-28 Steam Pipes, material HOT ROLLED SOLID DRAWN STEEL Test pressure 540 lbs. Date of Test 26-3-28
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. The materials and workmanship are good. The Machinery has been constructed under Special Survey, and satisfactorily fitted in the vessel, and is eligible in my opinion for classification and the notation + L.M.C. 4, 28.

INTERMEDIATE SHAFTS No 5, LLOYDS No 13090, No 6, LLOYDS No 13091, No 7, LLOYDS No 1080, No 8, LLOYDS No 1079,
IDENTIFICATION MARKS No 9, LLOYDS No 1081. A.T.G. 22-2-28.

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 4.28 Cl.

SUNDERLAND.

Certificate to be sent to
The Surrogors are requested not to write on or within the space for Committee's Minute.

The amount of Entry Fee ... £ 4 : :
Special ... £ 68 : 19 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for. 28 APR 1928
When received. 10.5.28

Committee's Minute

TUES. 8 MAY 1928

Assigned

+ L.M.C. 4:28 Cl.

A. I. Griffiths.

Engineer Surveyor to Lloyd's Register of Shipping.



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