

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office **FRI 25 JAN. 1924**
 Date of writing Report **Jan 24** 1924 When handed in at Local Office **Jan 24** 1924 Port of **Southampton**
 No. in Survey held at **Southampton** Date, First Survey **Jan 15** Last Survey **Jan 22** 1924
 Reg. Book. **4259** on the **T.S.S. SUNTEMPLE** (Number of Visits **5**)
 Built at **Belfast** By whom built **Harland & Wolff** Yard No. **-** Tons { Gross **2378**
 Engines made at **do:** By whom made **do:** Engine No. **-** Net **1387**
 Boilers made at **do:** By whom made **do:** Boiler No. **-** When built **1909**
 Registered Horse Power **-** Owners **United Baltic Corporation Ltd.** Port belonging to **London**
 Nom. Horse Power as per Rule **240** Is Refrigerating Machinery fitted for cargo purposes **-** Is Electric Light fitted **yes**

ENGINES, &c.—Description of Engines **Quadruple Expansion**

Dia. of Cylinders **36" x 19" x 28" x 40"** Length of Stroke **28"** Revs. per minute **92** No. of Cylinders **8** No. of Cranks **8**
 Dia. of Crank shaft journals **as per rule 7.89"** Dia. of Crank pin **8 1/2"** Crank webs **Mid. length breadth 12"** Thickness parallel to axis **6"**
 as fitted **8 1/4"** Mid. length thickness **6"** Shrunk Thickness around eye-hole **3 1/2"**
 Diameter of Thrust shaft under collars **as per rule 7.89"** Diameter of Tunnel shaft **as per rule 7.5"** Diameter of Screw shaft **as per rule 8.425"** Is the Screw shaft
 as fitted **8 1/4"** as fitted **7 1/4"** as fitted **8 3/8"**
 Fitted with a continuous liner the whole length of the stern tube **yes** 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 joints burned **-** If the liner does not fit tightly at the part
 between the bearings in the stern tube, is the space charged with 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 appliance fitted at the after end of the shaft to permit
 of it being efficiently lubricated **-** Length of Stern Bush **2' - 4 1/2"** Diameter of Propeller **10' - 3"**
 Pitch of Propeller **13' - 9"** No. of Blades **3** State whether Moveable **Moveable** Total Surface **275** square feet.
 No. of Feed Pumps fitted to the Main Engines **none** Diameter of ditto **-** Stroke **-** Can one be overhauled while the other is at work **-**
 No. of Bilge Pumps fitted to the Main Engines **one on each engine** Diameter of ditto **3 1/2"** Stroke **14"** Can one be overhauled while the other is at work **yes**
 Total number and size of power driven Feed and Bilge Auxiliary Pumps **2 main feed 8 x 6 x 15, 1 aux. feed 6 1/2 x 4 1/2 x 10, 2 bilge 6 x 6 x 18 x 9 x 10**
 No. and size of Pumps connected to the Main Bilge Line **(4) 3 1/2 x 14, 6 x 6 x 6, 8 x 9 x 10**
 No. and size of Ballast Pumps **2 8 x 9 x 10** No. and size of Lubricating Oil Pumps, including Spare Pump **-**
 Are two independent means arranged for circulating water through the Oil Cooler **-** No. and size of suction connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room **2 at 2 1/2" & 2 at 3" direct** and in Holds, &c. **No. 1. hold 2 at 2 1/2"**
No. 2. hold 2 at 2 1/2" **2 at 2 1/2" in boiler room** **No. 3. hold 2 at 2 1/2"**
 Tunnels **2 at 2 1/2"**
 No. and size of Main Water Circulating Pump Bilge Suctions **2 at 5"** No. and size of Donkey Pump Direct Suctions
 the Engine Room Bilges **2 at 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 connections with the sea direct on the skin of the ship **yes** Are they Valves or Cocks **Valves, except blow down cocks**
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates **yes** Are the Discharge Pipes 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**
 Are the Pipes carried through the bunkers **No. 1 & 2 hold bilge & ballast pipes** How are they protected **wood casing**
 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 Screw Shaft Tunnel watertight **yes** Is it fitted with a watertight door **yes** worked from **Engine Room**
Cabin.

MAIN BOILERS, &c.—(Letter for record **S**) Total Heating Surface of Boilers **4198.492**
 Forced Draft fitted **no** No. and Description of Boilers **2 S.E.** Working Pressure **215 lbs**
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? **yes**
 IS A DONKEY BOILER FITTED? **no** If so, is a report now forwarded? **-**

PLANS. Are approved plans forwarded herewith for Shafting **no** Main Boilers **yes** Auxiliary Boilers **-** Donkey Boilers **-**
 (If not state date of approval)
 General Pumping Arrangements **yes** Oil fuel Burning Piping Arrangements **-**

SPARE GEAR. State the articles supplied:— **2 connecting rod top end bolts & nuts, 2 bottom**
end bolts & nuts, 2 main bearing bolts & nuts, 1 set of coupling bolts,
1 set of feed and bilge pump valves, 1 set of piston springs for
each size used, air pump rod, bucket & head valves, 1 impeller
10 sets pump valve chests & spindles, 1 rod for feed pumps, a
quantity of assorted bolts & nuts.

The foregoing is a correct description,

FRI. MAY. 30 1924

Manufacturer.



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Lloyd's Register
Foundation

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits

5

Dates of Examination of principal parts - Cylinders Jan 16th 1924

Slides 16.1.24.

Covers 16.1.24

Pistons 16.1.24

Rods 16.1.24.

Connecting rods 16.1.24

Crank shaft 15.1.24

Thrust shaft 15.1.24.

Tunnel shafts 15.1.24

Screw shaft 15.1.24

Propeller 15.1.24.

Stern tube 15.1.24.

Engine and boiler seatings 18.1.24.

Engines holding down bolts 18.1.24.

Completion of pumping arrangements ✓

Boilers fixed ✓

Engines tried under steam 22.1.24.

Completion of fitting sea connections ✓

Stern tube ✓

Screw shaft and propeller ✓

Main boiler safety valves adjusted

215 lbs

Thickness of adjusting washers

Port Mr. P₁ S₁ St. 16. P₂ S₂ St. 16. P₃ S₃ St. 16.

Material of Crank shaft

Identification Mark on Do.

Material of Thrust shaft

Identification Mark on Do.

Material of Tunnel shafts

Identification Marks on Do.

Material of Screw shafts

Identification Marks on Do.

Material of Steam Pipes

Test pressure

Date of Test

Is an installation fitted for burning oil fuel

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

If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery and boilers of this vessel have been opened out and examined throughout and found to be in good condition, the scantlings have been checked and found to be in accordance with the requirements of the Rules. The main engines and auxiliaries have been tested under working conditions and found to be in order and eligible in my opinion to have a record of L.M.C. 1-24. 2SB.21. inserted in the Register Book.

T.S. (S.) P.1.24. S.1.24

Certificate to be sent to the Committee's Minute.

The amount of Entry Fee ... £ 8 - 0 - 0

Special ... £ 30 - 0 - 0

Donkey Boiler Fee ... £ : : :

Travelling Expenses (if any) £ : : :

When applied for, from Lorr

27/5/1924

When received,

2.8.24

H. A. Garnett

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI FEB 8 1924 FRI MAY 30 1924

Assigned

No action



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