

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report

19

When handed in at Local Office

6 Sep 1934

Port of

Sunderland.

No. in Survey held at
Reg. Book.

Sunderland

Date, First Survey

12 Feb.

Last Survey

3rd Sept 1934

(Number of Visits 55)

Gross 2494.

Net 1558.

When built 1934.

Built at

Sunderland

By whom built

S. P. Austin & Sons Ltd

Yard No.

333.

Engines made at

Sunderland

By whom made

North Eastern Mar. Eng. Co. Ltd

Engine No.

2805

when made

1934.

Boilers made at

Sunderland

By whom made

North Eastern Mar. Eng. Co. Ltd

Boiler No.

2805

when made

1934.

Registered Horse Power

Owners

Wm. France & Knicker & Co. Ltd

Port belonging to

London.

Nom. Horse Power as per Rule

238.

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

Inverted triple expansion

Revs. per minute 62.

Dia. of Cylinders

19" x 31 1/2" x 52"

Length of Stroke

39"

No. of Cylinders

3

No. of Cranks

3. 4 13/16"

Crank shaft, dia. of journals

as per Rule

10.615"

Crank pin dia.

11"

Crank webs

Mid. length breadth

13"

Thickness parallel to axis

Mid. length thickness

4 13/16"

Thickness around eye-hole

4"

Intermediate Shafts, diameter

as per Rule

none.

Thrust shaft, diameter at collars

as per Rule

11"

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule

as fitted

11.401

Is the

tube

shaft fitted with a continuous liner

Yes.

Bronze Liners, thickness in way of bushes

as per Rule

.645

Thickness between bushes

as per Rule

.483

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

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

Yes.

Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft

No.

Length of Bearing in Stern Bush next to and supporting propeller

4'-8 1/2"

Propeller, dia.

15'-6"

Pitch

15'-4"

No. of Blades

4

Material

C.I.

whether Moveable

No.

Total Developed Surface

49

sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

3 1/4"

Stroke

1'-9"

Can one be overhauled while the other is at work

Yes.

Bilge Pumps worked from the Main Engines, No.

2

Diameter

3 1/4"

Stroke

1'-9"

Can one be overhauled while the other is at work

Yes.

Feed Pumps

No. and size

one 6" x 8 1/2" x 13"

Pumps connected to the

No. and size

one 12" x 10 1/2" x 24"

How driven

Steam

Main Bilge Line

How driven

Steam

Ballast Pumps, No. and size

one 12" x 10 1/2" x 24"

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

none.

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

Engine room well 1 @ 3" 2 @ 3" in Boiler Room

In Holds, &c.

2 @ 2 1/2" in No. 1 Hold, 2 @ 2 1/2" in No. 2 Hold, 2 @ 3" in No. 3 & 4 Hold

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

one 6"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

one 4"

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 mid-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

No.

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

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

Strong wooden casing

What pipes pass through the deep tanks

For hold bilge suction

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

Yes.

worked from

MAIN BOILERS, &c.

(Letter for record

S)

Total Heating Surface of Boilers

3400 sq

Is Forced Draft fitted

Yes.

No. and Description of Boilers

2 SB.

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?

PLANS: Are approved plans forwarded herewith for Shafting

(If not state date of approval)

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

Superheaters (None)

General Pumping Arrangements

returned for dist.

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR. State the articles supplied:—

one Spare Propeller, 2 Bottom End bolts & nuts.

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

nuts, 2 Feed pump valves, 2 bilge pump valves, 1/2 cwt. Assorted iron

plate, 1/2 cwt. Assorted iron bar, 5 lb. Assorted bolts & nuts, 12 Assorted

iron studs & nuts, 6 Assorted brass studs & nuts, 6 Junk ring bolts & nuts,

12 Condenser tubes, 48 Condenser fasteners, 1 Safety valve Spring.

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

Archd. J. Berry.

MANAGER

Manufacturer.



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Lloyd's Register
Foundation

W 99-0050

Dates of Survey while building
During progress of work in shops -- 1934. Feb. 12, 19, 23. Mar. 7, 16, 19, 23, 28. Apr. 4, 6, 11, 13, 16, 18, 20, 24, 27, 30. May 1, 4, 10, 11, 23. June 4, 6, 8, 13, 14, 18, 22. July 2, 4, 6, 9, 10, 13, 17, 20, 23, 25, 26, 31. Aug. 2, 3, 8, 9, 10, 11, 13, 14, 16, 21, 28, 31. Sep. 3
During erection on board vessel --
Total No. of visits 55

Dates of Examination of principal parts—Cylinders 16.4.34, 30.4.34 Slides 9.4.34 Covers 4.6.34
Pistons 6.4.34 12.6.34 Piston Rods 2.4.34 Connecting rods 2.7.34
Crank shaft 11.5.34 23.5.34 6.6.34 Thrust shaft 6.6.34 Intermediate shafts
Tube shaft Screw shaft 14.6.34 6.7.34 13.7.34 Propeller 23.7.34
Stern tube 4.7.34 9.7.34 17.7.34 Engine and boiler seatings 8.8.34 Engines holding down bolts 10.8.34
Completion of fitting sea connections 26.4.34
Completion of pumping arrangements 16.8.34 Boilers fixed 10.8.34 Engines tried under steam 16.8.34
Main boiler safety valves adjusted 16.8.34 Thickness of adjusting washers Port Bl. 7 3/8" Sp. 3 1/8" Star Bl. 5 7/16" 1/4"
Crank shaft material S.M. Ingt-Steel Identification Mark LLOYDS 7266 W.H.F. 6.6.34 Thrust shaft material Sm. Steel Identification Mark LLOYDS 7266 W.H.F. 6.6.34
Intermediate shafts, material Identification Marks LLOYDS 7266 W.H.F. 6.6.34 Tube shaft, material Identification Mark LLOYDS 7266 W.H.F. 6.6.34
Screw shaft, material S.M. Steel Identification Mark LLOYDS 7266 W.H.F. 6.6.34 Steam Pipes, material S.D. Steel Test pressure 600 Date of Test 10.8.34
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 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
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 Survey 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 our opinion to have notation L.H.C. 9.34 & T.S (C) in the Register Book.

The amount of Entry Fee ... £ 4 : - :
Special ... £ 59 : 10 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 7 SEP 1934
When received, 14.9.34

J. H. Lazenby & W. Caldwell.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 14 SEP 1934
Assigned + L.M.C. 9.34
C.L.

