

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 When handed in at Local Office 2. 8. 1927 Port of Newcastle on Tyne

No. in Survey held at Newcastle on Tyne Date, First Survey 3<sup>rd</sup> July 1927 Last Survey 26 July 1927  
Reg. Book. (Number of Visits 52.)

on the STEEL SCREW STEAMER. OILSHIPPER

Built at Walker. By whom built Swan Hunter Wigham Richardson Ltd Yard No. 1234 Tons { Gross  
Net

Engines made at Walker on Tyne By whom made Swan Hunter W. Richardson Ltd Engine No. 1234 when built 1927

Boilers made at Walker on Tyne By whom made Swan Hunter W. Richardson Ltd Boiler No. 1234 when made 1927

Registered Horse Power Owners Port belonging to London

Nom. Horse Power as per Rule 482. Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended Carrying petroleum in Bulk.

## ENGINES, &c.—Description of Engines Triple Expansion

Dia. of Cylinders 25½-42-70 Length of Stroke 48" No. of Cylinders 3 Revs. per minute No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.86 as fitted 14½" Crank pin dia. 14½" Crank webs Mid. length breadth 2½" Thickness parallel to axis 8¾" Mid. length thickness 8¾" shrunk Thickness around eye-hole 6¼"

Intermediate Shafts, diameter as per Rule 13.2 as fitted 10½" Thrust shaft, diameter at collars as per Rule 13.86 as fitted 14¼" = 14½"

Propeller Shafts, diameter as per Rule 14.68 as fitted 15¼-15¾" Is the tube shaft fitted with a continuous liner yes

Liner Liners, thickness in way of bushes as per Rule .778 as fitted 13/16-13/16 Thickness between bushes as per Rule .583 as fitted 13/16 Is the after end of the liner made watertight in the

celler boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

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

of the tube shaft Length of Bearing in Stern Bush next to and supporting propeller Logunmetal 5'-0"

propeller, dia 17.9 Pitch 17.9 No. of Blades 4 R.H. Material C. Iron whether Moveable no Total Developed Surface 102 sq. feet

and Pumps worked from the Main Engines, No. none Diameter Stroke Can one be overhauled while the other is at work

and Pumps worked from the Main Engines, No. 2 Diameter 4¼ Stroke 26 Can one be overhauled while the other is at work yes

and Pumps connected to the Main Bilge Line No. and size Ballast Camout 8x9x8, 2 main bilge pumps How driven Steam 8x10½x22 Main Bilge Line How driven Steam 4½x26 Stroke

and Pumps, No. and size Camout duplex 8x9x8 Lubricating Oil Pumps, including Spare Pump, No. and size

two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

and Pumps;—In Engine and Boiler Room 3½" Engine Room well 3½" standard - 3½" port. Transfer pump duplex 6x5¼x6, draws from (2"

folds, &c. aft peak (1) 4" Suction from Coffin down + P+S. Catherway

and Water Circulating Pump Direct Bilge Suctions, No. and size 1. of 9" dia Independent Power Pump Direct Suctions to the Engine Room Bilges,

and size one. 5" dia Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes

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 as per plans

all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks both

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

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

all Pipes are carried through the bunkers none How are they protected

all pipes pass through the deep tanks none Have they been tested as per Rule

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes

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

department to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 6900 sq

forced Draft fitted yes No. and Description of Boilers 3. S.E. Cyl. Multi Working Pressure 200 lbs

A REPORT ON MAIN BOILERS NOW FORWARDED? yes

A DONKEY BOILER FITTED? no If so, is a report now forwarded?

ANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers Donkey Boilers

Heaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

ARE GEAR. State the articles supplied:—Two top end bolts and nuts, two bottom end bolts and nuts, two bearing bolts and nuts, Set of Coupling bolts and nuts, Spare set of Bilge pumps Valves, one set of Valves and seats for feed pump + Ballast, Service pumps, Assorted iron bolts and nuts, one Tail Shaft, Engine Room stairs—50 ferrules + 20 tubes for Condenser, 1 set rings + springs for SMP + LP pistons, 1 Conn. rod bottom end bearing complete, 1 solid cast iron propeller, gauge glasses, rings—2 boiler safety valve springs, 3 Check valve lids, spare set of air pump valves guards + studs, 2 valve valves, guards springs + studs for oil transfer + oil fuel pumps, Cylinder + water relief valves, spare boiler tubes + baffle plates, spare boiler manhole dogs, gauge glasses for vaporator, 300lbs steel sheets, 100lbs brass sheets.

The foregoing is a correct description,

SWAN, HUNTER & WIGHAM RICHARDSON, LTD.

G. J. Dwyer  
DIRECTOR.

Manufacturer.



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Lloyd's Register Foundation

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1927 Feb. 3. 9. 11. 14. 16. 24. Apr. 1. 7. 8. 12. 13. 14. 20. 22. 23. 25. 28. 29. May 5. 10. 13. 17. 18. 21. 23. 26. 30. June 2. 3. 7. 8. 10. 13. 16. 27. 28. 30. July 2. 5. 7. 11. 13. 14. 15. 16. 18. 19. 20. 23. 26.

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 52

Head tested 300 lbs 1.6.27, M.P. 200 lbs L.P. 300 lbs - 3/6/27. Main Condenser tested 300 lbs W.P. aux' Condenser 15 lbs W.P. 13/5/27

Dates of Examination of principal parts - Cylinders 23.4.27. 28/4/27/5/5/27 Slides May - June 1927 Covers May - June 1927

Pistons 10.5.27 - Piston Rods 28/4/27. 10.5.27 Connecting rods 10.5.27

Crank shaft 30.3.27. 12.4.27. 10.5.27. Thrust shaft 29.4.27. 18.5.27 13.6.27 Intermediate shafts 29.4.27. 18.5.27

Tube shaft ✓ Screw shaft 30.3.27. 29.4.27. 5.5.27 Propeller 3.6.27. 10.6.27.

Stern tube 1 June 27. 3.6.27. 10.6.27 Engine and boiler seatings 28.5.27 Engines holding down bolts 2.7.27. 5.7.27. 7.7.27

Completion of pumping arrangements 23.7.27 Boilers fixed June - July 1927 Engines tried under steam 26.7.27.

Main boiler safety valves adjusted 25.7.27 Thickness of adjusting washers 2nd boiler 3/8" 3rd boiler 3/8" 4th boiler 3/8" 5th boiler 3/8" 6th boiler 3/8"

Crank shaft material Steel LR.KH.12972 - 733 N.J.D. KH Identification Mark 20.4.27 Thrust shaft material Steel LR.KH.12989. 11.3.27. Identification Mark LGS.18.5.

Intermediate shafts, material Steel Identification Marks LGS 18.5.27 Tube shaft, material Steel Identification Mark ✓

Screw shaft, material Steel Identification Mark LGS 18.5.29 Steam Pipes, material steel Test pressure 600 lbs. Date of Test 15.7.27

Is an installation fitted for burning oil fuel yes ✓ Is the flash point of the oil to be used over 150°F. yes ✓

Have the requirements of the Rules for carrying and burning oil fuel been complied with YES ✓

Is this machinery duplicate of a previous case NO ✓ If so, state name of vessel 1244. Engines to follow, duplicate.

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

The Engines and Boilers built under Special the material and workmanship found good and efficient.

The machinery fitted up on board the vessel, and tried under working conditions and found satisfactory. In our opinion this vessel's machinery is eligible for record + LMC. 7.27 T.S. CL 4.27.

It is submitted that this vessel is eligible for THE RECORD, + LMC 7.27. F.D. CL. Fitted for oil fuel 7.27. FP above 150°F.

J.W.D. 9/8/27

L.G. Shallcross. Engineer Surveyor to Lloyd's Register of Shipping.

NEWCASTLE-ON-TYNE

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

The amount of Entry Fee ... £ 5 : 0 :  
 Special ... £ 97 : 6 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 24 AUG 1927  
 When received, 6.8.27

Committee's Minute TUES. 9 AUG 1927

Assigned + L.M.C. 7.27 F.D. CL. Fitted for Oil Fuel 7.27 F.P. above 150°F



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