

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

JUL 1925

Received at London Office

of writing Report 18th July, 1925 When handed in at Local Office 18th July, 1925 Port of Aberdeen
 Survey held at Aberdeen Date, First Survey 28. 1. 25 Last Survey 16. 7. 1925
 Book. (Number of Visits 34)
 on the S.S. "RIBBLEMERE" Tons { Gross 489
 Net 220
 Yards at Aberdeen By whom built J. Lewis Sons, Ltd. Yard No. 91 When built 1925
 Engines made at Aberdeen By whom made J. Lewis Sons, Ltd. Engine No. 176 when made 1925
 Boilers made at Aberdeen By whom made J. Lewis Sons, Ltd. Boiler No. 133 when made 1925
 Owners John J. Sellers & Co. (Ingers) Port belonging to Liverpool
 Registered Horse Power _____ Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 m. Horse Power as per Rule 84

GINES, &c.—Description of Engines

Triple Expansion
 a. of Cylinders 12½ - 21 - 34 Length of Stroke 24 Revs. per minute 100 No. of Cylinders 3 No. of Cranks 3
 a. of Crank shaft journals as per rule 6.58" Dia. of Crank pin 7" Crank webs Mid. length breadth 10½" Thickness parallel to axis 4½"
 as fitted 7" Mid. length thickness 4½" If shrunk Thickness around eye-hole 2⅞"
 Diameter of Thrust shaft under collars as per rule 6.58" Diameter of Tunnel shaft as per rule 6.27" Diameter of Screw shaft as per rule 7.02"
 as fitted 7" as fitted None fitted as fitted 7⅝" Is the Screw shaft
 ed 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
 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 a plastic material insoluble in water and non-corrosive Fits whole length
 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
 it being efficiently lubricated No Length of Stern Bush 2. 6½" Diameter of Propeller 9. 0"
 Pitch of Propeller 12. 0" No. of Blades 4 State whether Moveable No Total Surface 30½ square feet.
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 2½" Stroke 12" Can one be overhauled while the other is at work Yes
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 2½" Stroke 12" Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps One 7. 7" x 8" + One 5. 3½" x 6"
 No. and size of Pumps connected to the Main Bilge Line One 7. 7" x 8"
 No. and size of Ballast Pumps One 7. 7" x 8" No. and size of Lubricating Oil Pumps, including Spare Pump None
 Are two independent means arranged for circulating water through the Oil Cooler None No. and size of suction connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 3 @ 2½" and in Holds, &c. 2 @ 2½"

No. and size of Main Water Circulating Pump Bilge Suctions 1 @ 3" No. and size of Donkey Pump Direct Suctions
 to the Engine Room Bilges One @ 2½" 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 STRAIGHT TAIL PIPES NOT PRACTICABLE - STRUMS FITTED TO SUCTIONS WITH MUDDBOXES ON MAIN LINE
 Are all connections with the sea direct on the skin of the ship Yes Are they 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 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
 What Pipes are carried through the bunkers Hold Suctions How are they protected Fitted below ceiling
 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 None Is it fitted with a watertight door _____ worked from _____

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1618 sq. ft. Working Pressure 180 lbs./sq. in.
 Is Forced Draft fitted No No. and Description of Boilers One Single Ended 15B
 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 _____ Main Boiler 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:— All as per rule requirements and, in addition, one propeller, one set of air & circulating pump valves, one main and donkey feed check valve, six cylinder cover studs and nuts, six gasket ring studs and nuts, one escape valve spring for each size fitted, one safety valve spring, three boiler tubes, six condenser tubes, and a quantity of small gear.

The foregoing is a correct description,
 FOR JOHN LEWIS & SONS, LTD.

John J. Sellers

Manufacturer.



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Lloyd's Register
 Foundation

002529-002535-0175

1925:- JAN. 28. FEB. 13. 18. 25. 27. MAR. 4. 11. 25. 31. APR. 7. 14. 15. 20. 23. 29.
MAY. 12. 19. JUNE 1. 2. 16. 23. 24. JULY 2.
1925:- JUNE. 23. 24. 30. JULY. 6. 7. 8. 9. 10. 11. 14. 16.
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits 34.

Dates of Examination of principal parts - Cylinders 14. 4. 25 Slides 19. 5. 25
Covers 19. 5. 25 Pistons 12. 5. 25 Rods 19. 5. 25
Connecting rods 19. 5. 25 Crank shaft Finished at Forge 25. 3. 25 Thrust shaft 23. 4. 25
Tunnel shafts None Screw shaft 23. 4. 25 Propeller Working 2. 6. 25 Spare 23. 4. 25
Stern tube 23. 6. 25 Engine and boiler seatings 6. 7. 25 Engines holding down bolts 14. 7. 25
Completion of pumping arrangements 14. 7. 25 Boilers fixed 10. 7. 25 Engines tried under steam 16. 7. 25
Completion of fitting sea connections 6. 7. 25 Stern tube 24. 6. 25 Screw shaft and propeller 6. 7. 25
Main boiler safety valves adjusted 16. 7. 25 Thickness of adjusting washers $\frac{3}{8}$ " $\frac{3}{8}$ "
Material of Crank shaft Steel Identification Mark on Do. LLOYD'S No 1051 D.C.B. 21. 3. 25
Material of Thrust shaft Steel Identification Mark on Do. LLOYD'S No 1051 H.C.F. 23. 4. 25
Material of Tunnel shafts None Identification Marks on Do.
Material of Screw shafts Iron Identification Marks on Do. LLOYD'S No 1051 H.C.F. 23. 4. 25
Material of Steam Pipes Sp Copper Test pressure 360 lbs./sq. Date of Test 11. 7. 25
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 machinery of this vessel has been constructed under special survey in accordance with the rules and approved plans; the materials and workmanship are good. The machinery has been efficiently installed on board the vessel, examined under full working conditions and found satisfactory and is eligible, in my opinion, for classification, and to have the record L.M.C. 7. 25 in the Register Book.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 7. 25. CL

21/7/25

The amount of Entry Fee ... £ 2 : 0 : 0 When applied for,
Special ... £ 21 : 0 : 0 18. 7. 19. 25
Donkey Boiler Fee ... £ : : :
Travelling Expenses (if any) £ : : : 30/12/25

A. G. Forster

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute 24 JUL 1926

Assigned + L.M.C. 7. 25
C.L.

CERTIFICATE WRITTEN



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