

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 24 OCT 1929

Date of writing Report 19

When handed in at Local Office 2 OCT 1929

Port of Sunderland

No. in Survey held at Sunderland

Date, First Survey July 26

Last Survey Oct 21 1929

Reg. Book.

(Number of Visits 26)

on the

S.S. "SUNTRAP"

Built at Newcastle

By whom built

Newtown Lister & Co. Ltd.

Yard No. 562

When built 1929

Engines made at Sunderland

By whom made

George Black Ltd

Engine No. 1177

when made 1929

Boilers made at Do

By whom made

Do

Boiler No. 1177

when made 1929

Registered Horse Power

Owners

Gas Light & Coke Co. Ltd.

Port belonging to

London

Nom. Horse Power as per Rule 115

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted No

Trade for which Vessel is intended

Coal Trade

ENGINES, &c.—Description of Engines

Triple expansion

Revs. per minute 82

Dia. of Cylinders 16" 27" 44"

Length of Stroke 30"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 8.379"

Crank pin dia. 8 1/2"

Crank webs

Mid. length breadth 14"

shrunk

Thickness parallel to axis 5 5/8"

Intermediate Shafts, diameter as per Rule 7.98"

as fitted 7 9/8"

Thrust shaft, diameter at collars as per Rule 8.379"

as fitted 8 5/8"

Tube Shafts, diameter as per Rule 8.98"

as fitted 8 9/8"

Screw Shaft, diameter as per Rule 18.24"

as fitted 18 1/4"

Is the tube

screw

shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 3.2"

as fitted 3 1/2"

Thickness between bushes as per Rule 3.2"

as fitted 3 1/2"

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

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

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 3' 1"

Propeller, dia. 12' 0"

Pitch 12' 6"

No. of Blades 4

Material 8 1/2"

whether Moveable No

Total Developed Surface 4.5

sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 2 1/2"

Stroke 16"

Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 2 1/2"

Stroke 16"

Can one be overhauled while the other is at work Yes

Feed Pumps

No. and size One 5 1/2" x 3 1/2" x 5"

How driven Steam

Pumps connected to the Main Bilge Line

No. and size One 9" x 10" x 10"

How driven Steam

Ballast Pumps, No. and size One 9" x 10" x 10"

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

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 Two 2 1/2"

In Holds, &c. 2 2 1/2" Fore Hold 2 2 1/2" After Hold

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 4"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 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 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 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

Fuel, motion

How are they protected

Steel covering plates

What pipes pass through the deep tanks

Fuel, motion

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

worked from

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

Total Heating Surface of Boilers 1786 1/2

Is Forced Draft fitted No

No. and Description of Boilers One 8 ft. 6 in. S.E.

Working Pressure 180 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? To be fitted at Newcastle, so, is a report now forwarded? No

PLANS.

Are approved plans forwarded herewith for Shafting

Main Boilers

Auxiliary Boilers

Donkey Boilers

No, to be fitted at Newcastle.

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

State the articles supplied:—

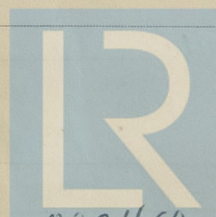
Two connecting rod top end & two connecting rod bottom end bolts & nuts 2 main bearing bolts 1 set coupling bolts 1 set of feed & bilge pump valves & quantities of assorted bolts & nuts & union of various sizes 1 set of Propeller 3 induction tubes 6 ball tubes 1 set Valve spring 2 valves for feed water 2 valves for ballast pump 1 set air pump valves 1 piston ring for HP & MP pistons 1 set feed & aux check valves

The foregoing is a correct description,

FOR GEORGE CLARK LIMITED

Newcastle

Manufacturer.



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Lloyd's Register

Foundation

003450-003457-003458

During progress of work in shops - - 1929 July 26. 31 Aug. 9. 27. 29. 30. Sep. 3. 5. 9. 13. 16. 17. 19. 20. 23. 26. 27. Oct. 1. 2. 4. 9. 14. 16. 17. 18.

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits 26

Dates of Examination of principal parts—Cylinders 16/9/29. Slides 30/8/29. Covers 27/8/29.
Pistons 31/7/29. Piston Rods 3/9/29. Connecting rods 5/9/29.
Crank shaft 9/9/29. Thrust shaft 9/9/29. Intermediate shafts -
Tube shaft - Screw shaft 2/10/29. Propeller 17/9/29.
Stern tube 23/9/29. Engine and boiler seatings 16/10/29. Engines holding down bolts 18/10/29.
Completion of fitting sea connections Newcastle surveyors 2/10/29.
Completion of pumping arrangements 21/10/29. Boilers fixed 17/10/29. Engines tried under steam 21/10/29.
Main boiler safety valves adjusted 21/10/29. Thickness of adjusting washers $P\frac{7}{16}$ $S\frac{7}{16}$.
Crank shaft material I-STEEL Identification Mark 2332 Thrust shaft material I-STEEL Identification Mark 1061.
Intermediate shafts, material - Identification Marks - Tube shaft, material - Identification Mark -
Screw shaft, material I-STEEL Identification Mark 1060 Steam Pipes, material LW-STEEL Test pressure 540 Date of Test 27/9/29
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 engines & boilers of this vessel have been built under special survey & the materials & workmanship are good. On completion the machinery was tried under a full head of steam with satisfactory results. The machinery is now in a good & efficient condition & eligible in my opinion to have the notation LMC-10-29 & T.S.C.L. marked in the Society's Register Book subject to the donkey boiler being secured in the vessel & its safety valves adjusted under steam. It is stated that this will be done on the 1st of the Newcastle surveyors have been advised.

+ LMC 10. 29 CL.

Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 28-15-0 When applied for, 23 OCT. 1929
Special ... £ 3-0-0
Donkey Boiler Fee ... £ : : When received, 2. 11. 29
Travelling Expenses (if any) £ : :

Committee's Minute TUE. 5 NOV 1929

Assigned

CERTIFICATE WRITTEN



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