

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

15 MAY 1925

Date of writing Report 9 May 1925 When handed in at Local Office 13 May 1925 Port of NEWCASTLE ON TYNE  
 No. in Survey held at Reg. Book. Date, First Survey 30 Dec/24 Last Survey 7 May 1925  
 on the Steel twin screw steamer. SAMBUR (Number of Visits 38)  
 Built at Walker By whom built Swan, Hunter & Wigham Richardson Ltd No. 1206 Tons Gross 750 Net 300  
 Engines made at Walker By whom made S. H. W. R. Engine No. 1206 when made 1925  
 Boilers made at Walker By whom made S. H. W. R. Boiler No. 1206 when made 1925  
 Registered Horse Power 226 total Owners Great Western Railway Port belonging to London  
 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Inverted Vertical Triple Expansion Revs. per minute  
 Dia. of Cylinders 4 1/2, 23, 38 Length of Stroke 27 No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals 7.62 as per Rule 7.62 Crank pin dia. 8 1" hole Crank webs 15 1/2 Mid. length breadth 5 Thickness parallel to axis 5  
 Intermediate Shafts, diameter 7.24 as per Rule 7.24 Thrust shaft, diameter at collars 8 as per Rule 7.62  
 Tube Shafts, diameter 7 1/2 as fitted Screw Shaft, diameter 8.4 as per Rule 8.4 Is the tube shaft fitted with a continuous liner no liner  
 Bronze Liners, thickness in way of bushes as fitted Thickness between bushes as fitted 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 yes  
 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 yes  
 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 Cedervall gland fitted  
 Propellers, dia. 9 1/2 Pitch 11-0 No. of Blades 4 Material whether Moveable not Total Developed Surface 32 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 6 Stroke 18 Can one be overhauled while the other is at work yes  
 Bilge Pumps worked from the Main Engines, No. none Diameter 6 Stroke 18 Can one be overhauled while the other is at work yes  
 Feed Pumps No. and size 2. 4 1/2 x 8 x 18, 6 x 6 x 6 Pumps connected to the Main Bilge Line How driven Steam  
 Ballast Pumps, No. and size 1. 7 x 8 x 18 Lubricating Oil Pumps, including Spare Pump, No. and size yes  
 Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 1. 2 1/2" diam. 3. 2 1/2" diam.  
 In Holds, &c. 4. 2 1/2" diam & 2. 2" diam oil well.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2. 4" diam Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1. 3" diam  
 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 are carried through the bunkers none How are they protected yes  
 What pipes pass through the deep tanks none 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 yes worked from deck

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 3464 sq ft  
 Is Forced Draft fitted yes No. and Description of Boilers 2. Scotch. S. E. Working Pressure 185 lbs/sq in  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes with 1204 report  
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? no  
 PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers none Donkey Boilers none  
 Superheaters yes General Pumping Arrangements yes with 1204 Oil fuel Burning Piping Arrangements yes. 1204 & 5

## SPARE GEAR. State the articles supplied:—

2 Top end bolts  
 2 Bottom end bolts  
 2 Main Bearing Bolts  
 1 Set bearing bolts  
 1 Set of Feed & Bilge Valves  
 100 Assorted bolts & nuts, etc.  
 1/2 Brass & 50 Iron assorted bolts & nuts fitted.  
 1 Piston rod, 1 pump rod, 1 set piston & bucket rings  
 1 set valves for each size plunger pump.  
 1 circulating pump impeller & spindle.  
 1 bucket rod, 1/2 set valves, 1 headvalve seat & guard for Air pump.  
 1 escape valve spring for each size.  
 50 Tubes & 100 sets of packing for main condensers.  
 1 Tail & 1 crank shaft. 1 Stem tube bush (lined)  
 1 fair Con. Rod brasses. 1 fair cross head brasses.  
 1 set link brasses. 1 eccentric strap. 1 H.P. & 1 L.P. Spindle.  
 1 set check valves. 6 cyl. cover bolts. 6 Junk ring bolts.  
 4 Valve chest bolts. 24 Boiler tubes  
 1 R.H. & 1 L.H. propellers (M. B.).

The foregoing is a correct description,  
 SWAN, HUNTER & WIGHAM RICHARDSON, LTD.

G. J. Swan  
 DIRECTOR

Manufacturer.



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Lloyd's Register  
Foundation

003808-003815-0268



1924 1925  
 Dec. 30. Jan. 15. 16. 19. 22. 29. 30. Feb. 9. 10. 11. 18. 20. 27. Mar. 5. 9. 10. 11. 13. 17. 19. 23. 24. 25. 27. 31. Apr. 1.  
 2. 6. 9. 15. 16. 20. 22. 24. 27. 29. May 4. 7.  
 Dates of Survey while building  
 During progress of work in shops -  
 During erection on board vessel -  
 Total No. of visits 38.

Cylinders tested HP-250 MP 130 - LP 80 19.1.25  
 Dates of Examination of principal parts—Cylinders 9.3.25 10.8.25 Slides 15.1.25 Covers 15.1.25  
 Pistons 19.12.24 Piston Rods 10.2.25 Connecting rods 10.2.25  
 Crank shaft 10.3.25 Thrust shaft 25.3.25 Intermediate shafts 25.3.25  
 Tube shaft ✓ Screw shaft 23.3.25 + 6.4.25 Propeller 19.3.25 + 9.4.25  
 Stern tube 6.4.25 Engine and boiler seatings 9.4.25 Engines holding down bolts 16.4.25  
 Completion of pumping arrangements 7.5.25 Boilers fixed 22.4.25 Engines tried under steam 7.5.25  
 Main boiler safety valves adjusted 7.5.25 Thickness of adjusting washers P 3/8" 5/16" S. 5/16" 3/8" a.  
 Crank shaft material O.H. Steel Identification Mark LLOYDS LGS Thrust shaft material O.H. Steel Identification Mark 1039/1039A  
 Intermediate shafts, material O.H. Steel Identification Mark L.C.S. 25.3.25 Thrust shaft, material L Identification Mark 1041/1041A  
 Screw shaft, material O.H. Steel Identification Mark 1041/1041A Pipes, material Steel Test pressure 555 lbs Date of Test 24.4.25  
 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 1204 If so, state name of vessel S/J ROE BUCK. 1204.

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

The machinery built under Special Survey the material and workmanship found good and efficient  
 The machinery satisfactorily fitted up on board the vessel, tested under working conditions, and found satisfactory. (Vessel at moorings)  
 The Auxiliary machinery tested under working conditions and found efficient—  
 The vessel subsequently proceeded on sea trials with satisfactory results—  
 In our opinion this vessel is now eligible for the notation +LMC. 5-25 (in Red) to be made in the Register Book.

It is submitted that  
 this vessel is eligible for  
 THE RECORD. +LMC. 5-25. FD. OG.  
 Fitted for oil fuel 5.25. F.P. above 150°F.

18/5/25.

The amount of Entry Fee ... £ 4 : 0 :  
 Special ... £ 56 : 10 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 14 MAY 1925  
 When received, 18/5/25

Committee's Minute TUES. 19 MAY 1925

Assigned

+ L.M.C. 5-25

L.S.D. O.G.  
 Listed for oil fuel 5.25  
 F.P. above 150°F.

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



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