

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

WFD. 24 OCT. 1923

Date of writing Report 22nd Oct 1923, When handed in at Local Office 22nd Oct 1923, Port of NEWCASTLE-ON-TYNE
 No. in Survey held at South Shields, Date, First Survey 26 July 1923 Last Survey 18th Oct 1923.
 Reg. Book. 40874 on the S.S. "SARNIA" (Number of Visits 32)
 Built at South Shields By whom built C. Remondson & Co. Ltd. Yard No. 198. Tons { Gross 710.
 Engines made at Dundee. By whom made Baggesen & Co. Engine No. 118. when made 1923. Net 320.
 Boilers made at Stockton on Tees By whom made Riley Bros. Ltd. Boiler No. 5473 when made 1923.
 Registered Horse Power 106. Owners O. Dorey & Sons. Port belonging to Guernsey.
 Nom. Horse Power as per Rule 106. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines

Triple expansion

Dia. of Cylinders 14" x 23" x 38" Length of Stroke 27 Revs. per minute 100. No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule ✓ Dia. of Crank pin ✓ Crank webs Mid. length breadth ✓ Thickness parallel to axis shrunk
 as fitted ✓ Mid. length thickness ✓ Thickness around eye-hole ✓
 Diameter of Thrust shaft under collars as per rule ✓ Diameter of Tunnel shaft as per rule ✓ Diameter of Screw shaft as per rule ✓ Is the Screw shaft
 as fitted ✓ as fitted ✓ as fitted ✓
 fitted with a continuous liner the whole length of the stern tube ✓ Is the after end of the liner made watertight in the propeller boss ✓
 If the liner is in more than one length are the joints burned ✓ If the liner does not fit tightly at the port
 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 appliance fitted at the after end of the shaft to permit
 of it being efficiently lubricated No. Length of Stern Bush ✓ Diameter of Propeller ✓
 Pitch of Propeller ✓ No. of Blades ✓ State whether Moveable ✓ Total Surface ✓ square feet.
 No. of Feed Pumps fitted to the Main Engines ✓ Diameter of ditto ✓ Stroke ✓ Can one be overhauled while the other is at work Yes
 No. of Bilge Pumps fitted to the Main Engines ✓ Diameter of ditto ✓ Stroke ✓ Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 2. 8" x 8" x 8" & 6" x 4" x 6"
 No. and size of Pumps connected to the Main Bilge Line 2. Sizes given above
 No. and size of Ballast Pumps One. 8" x 8" x 8" No. and size of Lubricating Oil Pumps, including Spare Pump Nil
 Are two independent means arranged for circulating water through the Oil Cooler ✓ No. and size of suction connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 2-2½" & one 2½" Bilge direct and in Holds, &c. 2-2" 15/142 Holds
One 3" After Peak & one 3" Fore Peak

No. and size of Main Water Circulating Pump Bilge Suctions One. 3½" No. and size of Donkey Pump Direct Suctions Yes
 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 Yes
 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 Bilge & Ballast Pipes How are they protected Wood 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 2581958Forced Draft fitted No. No. and Description of Boilers 2. S.E. Multitubular Working Pressure 180 lbs/10"IS A REPORT ON MAIN BOILERS NOW FORWARDED? YesIS A DONKEY BOILER FITTED? NoIf so, is a report now forwarded? ✓PLANS. Are approved plans forwarded herewith for Shafting ✓ Main Boilers Yes Auxiliary Boilers ✓ Donkey Boilers ✓General Pumping Arrangements ✓Oil fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied:— 2 top end bolts, 2 bottom end bolts, 2 main
bearing bolts, 1 set of coupling bolts, 1 set of feed & bilge valves,
a quantity of assorted nuts & bolts & iron of various sizes.

The foregoing is a correct description

Baggesen & Co

Manufacturer.



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Lloyd's Register
Foundation

004556-004563-0240

1923
July 26. 30. Aug. 1. 3. 8. 9. 11. 13. 14. 22. 24. 28. Sept. 4. 10. 14. 18. 21. 25. 27. 28. Oct. 2. 3. 4. 5. 8. 9. 10. 11. 15. 16. 17. 18.
Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits 32

Dates of Examination of principal parts--Cylinders
Covers
Connecting rods
Tunnel shafts
Stern tube 1-8-23.
Completion of pumping arrangements 17-10-23.
Completion of fitting sea connections 11-8-23.
Main boiler safety valves adjusted 12-10-23.
Material of Crank shaft
Material of Thrust shaft
Material of Tunnel shafts
Material of Screw shafts
Material of Steam Pipes S.D. Copper.
Is an installation fitted for burning oil fuel No
Have the requirements of the Rules for carrying and burning oil fuel been complied with
Is this machinery duplicate of a previous case
General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been constructed under special survey, the materials & workmanship were sound and good. The machinery has been tried out under steam and the boiler safety valves adjusted to the working pressure under steam. The machinery of this vessel in my opinion is eligible to have the notation + LMC 10, 23 & T3. CL entered in the register book.
For missing particulars please see Dundee Rpt No 8448.
Note. The diameter of LP cylinder is now 38 1/2".

The amount of Entry Fee ... £ : :
Balance of Special Survey fee ... £ 3 : 3
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
Committee's Minute FRI. 26 OCT. 1923
Assigned + LMC 10.23
C.L.

L. Desket.
Engineer Surveyor to Lloyd's Register of Shipping.