

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

NEWCASTLE ON TYNE

Date of writing Report **2 Dec 1927** When handed in at Local Office **7/12/1927** Port of **NEWCASTLE ON TYNE**
 Date, First Survey **17 May** Last Survey **1st Dec 1927**
 Survey held at **Walker on Tyne** (Number of Visits **63**) Gross **5180**
 on the **Steel Screw Steamer "OIL TRADER"** Tons Net **3261**

Builder at **Walker on Tyne** By whom built **Swan Hunter, Wigham Richardson Ltd** Yard No. **1244** When built **1927. 12**
 Engines made at **Walker on Tyne** By whom made **S. Hunter, W. Richardson Ltd** Engine No. **1244** when made **1927. 12**
 Boilers made at **Walker on Tyne** By whom made **S. Hunter, W. Richardson Ltd** Boiler No. **1244** when made **1927. 12**
 Registered Horse Power Owners **British Oil Shipping Co. Ltd** Port belonging to **London**
 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** Revs. per minute
 No. of Cylinders **3** No. of Cranks **3**
 Length of Stroke **48** Mid. length breadth **21 1/2** Thickness parallel to axis **8 3/4**
 Crank shaft, dia. of journals **14 1/8** Crank pin dia. **14 1/8** Crank webs Mid. length thickness **8 3/4** Thickness around eye-hole **6 1/4**
 Intermediate Shafts, diameter as per Rule **13.2** Thrust shaft, diameter at collars as per Rule **13.86**
 as fitted **13 1/2** as fitted **14 7/8** Is the tube shaft fitted with a continuous liner **yes**
 Tube Shafts, diameter as per Rule **14.68** as fitted **15 1/4** Is the screw shaft fitted with a continuous liner **yes**
 as fitted **15 3/8** as per Rule **15.73** as fitted **13 1/6** Is the after end of the liner made watertight in the
 Bronze Liners, thickness in way of bushes as per Rule **13/16** Thickness between bushes as fitted **13/16**
 as fitted **13/16** If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner **yes**
 Propeller boss **yes** Is an approved Oil Gland or other appliance fitted at the after
 of the tube shaft **none** Length of Bearing in Stern Bush next to and supporting propeller **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
 Main Engines, No. **2** Diameter **4'-4"** Stroke **26"** Can one be overhauled while the other is at work **yes**
 Bilge Pumps worked from the Main Engines, No. **2** Diameter **4'-4"** Stroke **26"** Can one be overhauled while the other is at work **yes**
 No. and size **2 Duplex 6 x 4 1/2 x 6** Pumps connected to the Main Bilge Line { No. and size (1) Ballast **8 x 9 x 8** 2 main Engine
 How driven **Steam, Lamont** { How driven **Steam** Pumps **4 1/2 x 26** strokes
 Ballast Pumps, No. and size **Lamont duplex 8 x 9 x 8** Lubricating Oil Pumps, including Spare Pump, No. and size **2**
 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 **3 1/2" Engine Room well, 3 1/2" Starboard, 3 1/2" port** Ballast pump arranged to draw
 from **Coffin dam**
 Holds, &c. **appears 1. 4"** as regularly arranged

Main Water Circulating Pump Direct Bilge Suctions, No. and size **1. 9" dia** Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size **one 5" dia** 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 as per plan**
 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**
 That Pipes are carried through the bunkers **none** How are they protected **yes**
 That 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 **none** Is it fitted with a watertight door **yes** worked from **yes**

MAIN BOILERS, &c.—(Letter for record **S**) Total Heating Surface of Boilers **6900 sq ft**
 Is Forced Draft fitted **yes** No. and Description of Boilers **3. SE 3 SB multi** Working Pressure **200 lbs**
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? **yes**
 IS A DONKEY BOILER FITTED? **none fitted** If so, is a report now forwarded? **yes**
 PLANS. Are approved plans forwarded herewith for Shafting **no** Main Boilers **yes** Auxiliary Boilers **none** Donkey Boilers **none**
 (If not state date of approval) Superheaters **none** General Pumping Arrangements **yes** Oil fuel Burning Piping Arrangements **yes**

SPARE GEAR. State the articles supplied:— **Two top end bolts and nuts, two bottom end bolts and nuts**
Set of spare coupling bolts and nuts **two main bearing bolts and nuts** **spare set of valves**
and seats for feed, Bilge, Ballast, and Service pumps **Set of spare piston Rings** **1 spare**
oil shaft (C.L.) spare propeller **assorted iron, bolts and nuts** **general Engine Room stores**
quantity of spare tubes and ferrules for Condenser **1 connecting Rod bottom end bearing complete**
Boiler Safety Valve springs **Set of valves for Check Valve chests** **spare set of air pump valves** **guards**
and studs **spare valves and springs for oil transfer pump** **fuel pumps** **cy liners relief valve**
springs **a few spare tubes for boilers and general spare gear for boilers and oil fuel and feed**
draught installations respectively **1 set of thrust pads for mitchell Thrust Block**

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

J. D. Wigham
 DIRECTOR.

Manufacturer.



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Lloyd's Register
 Foundation

W350-0125

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
1927. MAY 17. 18. 19. 20. 21. 23. 24. 26. 30. JUNE. 8. 10. 13. 16. 28. JULY. 7. 11. 12. 13. 14. 18. 20. 26. 29.
AUGUST. 2. 4. 5. 8. 9. 23. 24. 26. 29. 30. SEPTEMBER. 2. 6. 9. 13. 14. 21. 22. 26. 28.
OCTOBER. 3. 4. 18. 19. 24. NOVEMBER. 1. 2. 3. 4. 7. 9. 10. 14. 15. 16. 18. 21. 23. 24. 30. DECEMBER. 1.

Total No. of visits 63
LP CYL Total 3044 WP. MP. 1204 / HP. 3004
23.8.27 13.7.27 MP HP. LP
Dates of Examination of principal parts - Cylinders 26.5.27. 10.6.27 Slides August - Sept. 1927 Covers 12.7.27 23.8.27
Pistons September 1927. Piston Rods 26.8.27. 14.9.27 Connecting rods 26.8.27. 14.9.27
Crank shaft 12.7.27 23.8.27 Thrust shaft 16.11.27 7.10.27 Intermediate shafts 10.6.27
Tube shaft Screw shaft 24.5.27. 23.5.27. 8.6.27 Propeller 30.5.27. 8.6.27 - 18.10.27
Stern tube 9.9.27. Total 3044 WP. Engine and boiler seatings 25.10.27 Engines holding down bolts 4.11.27 7.11.27. 15.11.27
Completion of pumping arrangements Boilers fixed 10.11.27. Engines tried under steam 24.11.27
EVAPORATOR S.V. 10.4.27 24.11.27 Thickness of adjusting washers S.B.F. 3/8 A 3/2 - P.F. 3/2 - A 3/8 - F.F. 7/16 A
Main boiler safety valves adjusted 24.11.27

Crank shaft material steel Identification Mark LLOYDS LGS Thrust shaft material steel Identification Mark LLOYDS LGS
Intermediate shafts, material steel Identification Marks LLOYDS LGS Tube shaft, material Identification Mark LLOYDS LGS
Screw shaft, material steel Identification Mark LLOYDS Steam Pipes, material steel Test pressure 600 lb Date of Test 21.11.27
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 1234 If so, state name of vessel S/S OIL SHIPPER - Sister Vessel

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

The Engines and Boilers and auxiliary machinery built under special survey, the materials and workmanship found good and efficient.

The machinery fitted up on board the vessel and tried under working conditions and found satisfactory.

In my opinion this vessel is now eligible for the record of + LMC 12.27. (INRED), Tail Shaft (CL) 12.27. to be made in the Register Book.

Fitted for oil fuel (under forced draught) 12.27. flash point of fuel oil above 150°F

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 12.27. FD. CL.
Fitted for oil fuel 12.27. FP above 150°F.

Signature
12/12/27

The amount of Entry Fee ... £ 5 :
Special ... £ 97 : 6
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ :
When applied for, 2/12/1927
When received, 3/12/1927

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

Committee's Minute

Assigned

+ LMC 12.27

Fitted for Oil Fuel, FD. CL.
Fitted for oil fuel, FP above 150°F



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