

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

6 DEC 1927

Date of writing Report 2 Dec 1927 When handed in at Local Office 7/12/27 Port of NEWCASTLE ON TYNE

Survey held at Walker on Tyne Date, First Survey 17 May Last Survey 1<sup>st</sup> Dec 1927  
(Number of Visits 63) Gross 5180  
Net 3261

on the Steel Screw Steamer "OIL TRADER"

built 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

nom. Horse Power as per Rule 482 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended Carrying petroleum in Bulk

GINES, &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 as fitted 14 1/8 Crank pin dia. 14 1/8 Crank webs Mid. length thickness 8 3/4 shrunk 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 - 14 1/8

Tube Shafts, diameter as per Rule 14.68 Is the screw shaft fitted with a continuous liner yes  
as fitted 15 1/4 - 15 3/8

Bronze Liners, thickness in way of bushes as per Rule .776 Thickness between bushes as per Rule .573  
as fitted 13/16 - 13/16 as fitted 13/16 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

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

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 none Length of Bearing in Stern Bush next to and supporting propeller Sigummitae 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

Feed Pumps worked from the Main Engines, No. none Diameter 4 1/4 Stroke 26 Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/4 Stroke 26 Can one be overhauled while the other is at work yes

Feed Pumps No. and size Duplex 6 x 4 1/2 x 6 - 2 duplex main Pumps connected to the Main Bilge Line { No. and size (1) Ballast 8 x 9 x 8 2 main Engine pumps 4 1/2 x 26 stroke  
How driven Steam, Lamont How driven Steam

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 Holds, &c. approx 1'-4" Independent Power Pump Direct Suctions to the Engine Room Bilges, yes

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1'-9" 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<sup>3</sup>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? no

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 Barning 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; sets 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's 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, cylinders relief valve

springs - a few spare tubes for boilers and general spare gear for boilers and oil fuel and forced

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. 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. Tested 30lb w.p. MP 120lb / HP 300lb  
23.8.27 13.7.27 MP HP. LP  
Main Engines tested 30lb w.p. 8/7/27  
22.9.27

Dates of Examination of principal parts—Cylinders 26.5.27. 10.6.27 Slides August-Sept-1927 Covers 12.7.27 23.8.27  
14.7.27

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. Tested 30lb w.p. 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 lb. 24/11/27

Main boiler safety valves adjusted 24.11.27 Thickness of adjusting washers S.B.F. 3/8 A 3/32 - P.F. 3/32 - A 3/8 - F.F. 7/16 A

Crank shaft material Steel Identification Mark LLOYDS LGS Thrust shaft material Steel Identification Mark LLOYDS LGS  
HK 27.4.27 7287 12.7.27  
Intermediate shafts, material Steel Identification Marks LLOYDS LCS Tube shaft, material Steel Identification Mark LLOYDS LGS  
2096.HK-27.4.27/7343/7342

Screw shaft, material Steel Identification Mark LLOYDS Steam Pipes, material Steel Test pressure 600lb ✓ Date of Test 18.11.27  
L.S. 8.6.27

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 - Sater 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.

*J.W.D.*  
12/12/27  
*J.P.*

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

+ L.M.C. 12.27

Fitted for Oil Fuel, FD. CL.  
12.27. F.P. above 150°F



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Foundation

Certificate to be sent to  
The Surveyors are requested not to write on or below the space for Committee's Minute.