

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

16 AUG 1930

Received at London Office

11 AUG. 1930 Port of SUNDERLAND.

Date of writing Report 19 When handed in at Local Office 11 AUG. 1930

No. in Survey held at SUNDERLAND. Date, First Survey 16 April Last Survey 8 Aug 1930
 Reg. Book. on the S.S. "SEA RAMBLER" (Number of Visits 35) Gross Tons 2327
 Net Tons 1374

Built at SUNDERLAND. By whom built SWAN HUNTER & WIGHAM RICHARDSON. Yard No. 1449 When built 1930
 Engines made at SUNDERLAND. By whom made N.E. MARINE ENG. CO. LD. Engine No. 2762 when made 1930.
 Boilers made at SUNDERLAND. By whom made N.E. MARINE ENG. CO. LD. Boiler No. 2762 when made 1930
 Registered Horse Power Owners DOVER NAVIGATION CO. LD. Port belonging to DOVER.
 Nom. Horse Power as per Rule 217. Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.
 Trade for which Vessel is intended GENERAL CARGO.

ENGINES, &c.—Description of Engines TRIPLE EXPANSION STEAM. Revs. per minute 73.

Dia. of Cylinders 20" x 33" x 54" Length of Stroke 36" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 10.3" as fitted 10.5" Crank pin dia. 10.5" Crank webs Mid. length breadth shrunk Thickness parallel to axis 6.5"
 Mid. length thickness shrunk Thickness around eye-hole 5.75"

Intermediate Shafts, diameter as per Rule 9.82" as fitted 10.5" Thrust shaft, diameter at collars as per Rule 10.3" as fitted 10.5"

Tube Shafts, diameter as per Rule shrunk as fitted shrunk Screw Shaft, diameter as per Rule 11.09" as fitted 11.75" Is the tube shaft fitted with a continuous liner Yes.

Bronze Liners, thickness in way of bushes as per Rule 0.635" as fitted 1/16" Thickness between bushes as per Rule 0.476" as fitted 5/8" 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 No. Length of Bearing in Stern Bush next to and supporting propeller 3'-11 1/2"

Propeller, dia. 15'-0" Pitch VARIABLE No. of Blades 4 Material C.I. whether Moveable No. Total Developed Surface 80 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 21" Can one be overhauled while the other is at work Yes.

Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 21" Can one be overhauled while the other is at work Yes.

Feed Pumps No. and size One 6" x 4" x 6" How driven STEAM. Pumps connected to the Main Bilge Line No. and size One 6" x 7" x 9" How driven STEAM.

Ballast Pumps, No. and size One 6" x 7" x 9" Lubricating Oil Pumps, including Spare Pump, No. and size shrunk

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 at 2 1/2"

In Holds, &c. Fore Hold 2 at 2 1/2" Fore Main Hold 2 at 2 1/2" Aft Main Hold 2 at 2 1/2" Hold Well 1 at 2 1/2" Tunnel Well 1 at 2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 at 5 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 at 4" 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 de-p water line Above 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 shrunk How are they protected shrunk

What pipes pass through the deep tanks shrunk Have they been tested as per Rule shrunk

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 MAIN DECK LEVEL.

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 3730 sq

Is Forced Draft fitted No. No. and Description of Boilers 2 Cyl. MULTITUBULAR MARINE. Working Pressure 180 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes. 2 SB

IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? Yes.

PLANS. Are approved plans forwarded herewith for Shafting shrunk Main Boilers Yes Auxiliary Boilers shrunk Donkey Boilers shrunk

(If not state date of approval)

Superheaters shrunk General Pumping Arrangements Yes. Oil fuel Burning Piping Arrangements shrunk

SPARE GEAR. State the articles supplied:—C.I. Propeller — 2 each Top & Bottom end and Main Bearing Bolts & Nuts.
6 Coupling Bolts & nuts — 2 each Feed & Bilge pump valves — 1/2 cwt. iron plate — 1/2 cwt. iron bar —
50 assorted bolts & nuts.

The foregoing is a correct description.

FOR THE NORTH EASTERN MARINE ENGINEERING CO. LD.

John Neill

Manufacturer.

GENERAL MANAGER



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Lloyd's Register Foundation

W 463-0216

NOTE.—The words which do not apply should be deleted.

1930. ~~Apr.~~ 16, 17, 24. May, 2, 7, 8, 13, 14, 16, 20, 21, 22, 27, 29, 30. June, 2, 11, 16, 18, 30. July, 3, 8, 9, 10, 11, 15, 17, 18, 21, 24, 25, 26, 31. Aug, 7, 8.

Dates of Survey while building: During progress of work in shops - - - }
 During erection on board vessel - - - }

Total No. of visits 35

Dates of Examination of principal parts—Cylinders ^{HP.} 21-5-30. ^{MP.} 14-5-30. Slides 7-5-30. Covers 16-5-30, 22-5-30.
 Pistons 27-5-30. Piston Rods 13-5-30. Connecting rods 13-5-30.
 Crank shaft 14-5-30. Thrust shaft 7-5-30. Intermediate shafts 29-5-30.
 Tube shaft ✓ Screw shaft 15-7-30. Propeller ^{W.} 30-5-30 ^{S.} 11-6-30.
 Stern tube 8-7-30. Engine and boiler seatings 21-7-30. Engines holding down bolts 24-7-30.
 Completion of fitting sea connections 11-7-30.
 Completion of pumping arrangements 26-7-30. Boilers fixed 24-7-30. Engines tried under steam 26-7-30.
 Main boiler safety valves adjusted 26-7-30. Thickness of adjusting washers P ^{15/32} S ^{3/8} S ^{1/16} S ^{7/16}
 Crank shaft material STEEL Identification Mark 3404 T.D.S. Thrust shaft material STEEL Identification Mark 3503 T.D.S.
 Intermediate shafts, material STEEL Identification Marks 3560 T.D.S. Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material STEEL Identification Mark 3547 T.D.S. Steam Pipes, material STEEL Test pressure 140 lbs. Date of Test 25-7-30.

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 and Boilers of this Vessel have been built under Special Survey and the Materials and Workmanship are good. On completion the machinery was tried under a full head of steam with satisfactory results.

The Machinery of this Vessel, as now seen, is in a good and efficient condition, and eligible, in my opinion, to have the notation ∇ L.M.C. 8-30 marked in red, in the Society's Register Book.

It is submitted that this vessel is eligible for THE RECORD. ∇ L.M.C. 8-30 Cl.

APR 27 23/8/30

SUNDERLAND.

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

The amount of Entry Fee ... £ 4 : 0 : 0. When applied for,
 Special ... £ 54 : 5 : 4 4 AUG 1930
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : : 26-8-30

J. Scott.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 26 AUG 1930

Assigned + L.M.C. 8.30

C.L.
 CERTIFICATE WRITTEN.

