

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 24 JAN 1930

Date of writing Report

19

When handed in at Local Office

20 Jan 1930 Port of Sunderland.

No. in Survey held at
Reg. Book.

Sunderland.

Date, First Survey 13 Sep. '29

Last Survey 13 Jan

1930

(Number of Visits 36)

on the

S.S. "AMENT"

Tons

Gross

2798

Net

1656

Built at Sunderland

By whom built

William Pickering & Co. Ltd.

Yard No. 229

When built

1930

Engines made at

Do

By whom made

George Black Ltd

Engine No. 1183

when made

1930

Boilers made at

Do

By whom made

Do

Boiler No. 1183

when made

1930

Registered Horse Power

Owners

Port belonging to

Sunderland.

Nom. Horse Power as per Rule

277

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Coal

ENGINES, &c.—Description of Engines

Triple expansion.

Revs. per minute 70

Dia. of Cylinders 22½"-37"-61"

Length of Stroke 42"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 11.739"

as fitted 11.78"

Crank pin dia. 11.78"

Crank webs

Mid. length breadth 17½"

Mid. length thickness 7½"

shrink

Thickness parallel to axis 7½"

Thickness around eye-hole 5½"

Intermediate Shafts, diameter

as per Rule 11.18"

as fitted 11.3½"

Thrust shaft, diameter at collars

as per Rule 11.739"

as fitted 11.78"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 12.503"

as fitted 12.58"

Is the

tube

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 21.75/32"

as fitted 1/16"

Thickness between bushes

as per Rule

as fitted 1/16"

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

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

If two liners are fitted, is the shaft lapped or protected between the liners

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 4'-2½"

Propeller, dia. 15'-10½"

Pitch 15'-9"

No. of Blades 4

Material C.I.

whether Movable

No

Total Developed Surface

79

sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 3"

Stroke 26"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 3"

Stroke 26"

Can one be overhauled while the other is at work

Yes

Feed

Pumps

No. and size

One 7½" x 5" x 6"

Pumps connected to the

Main Bilge Line

No. and size

One 9" x 10" x 10"

How driven

Steam

Ballast Pumps, No. and size

Two 9" x 10" x 10"

Lubricating Oil Pumps, including Spare Pump, No. and size

None.

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

3 2 3"

In Holds, &c.

2 2 3" No 1 Hold, 2 2 3" No 2 Hold, 1 2 4" Hold Well, 1 2 3" T. Well.

Main Water Circulating Pump Direct Bilge Suctions, No. and size

One 5½" Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

One 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

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 pass through the bunkers

None.

How are they protected

Yes

What pipes pass through the deep tanks

Yes

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

compartiment to another

Yes

Is the Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

worked from

Is Forced Draft fitted

No

No. and Description of Boilers

Two S. E. type

Working Pressure

180 lbs. sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes.

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

No

Donkey Boilers

No

Superheaters

No

General Pumping Arrangements

Yes.

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR.

State the articles supplied:—

2 connecting rod top end 2 connecting rod bottom end both with 2 main bearing bolts, 1 set coupling bolts, a quantity of assorted bolts & nuts of various sizes, 1 P.I. Propeller, 1 condenser, 1 boiler tubes, 2 safety valve springs, 1 set of valves, 1 set of valves for bilge pumps, 1 set valves for feed pump, 1 set valves for air & circulating pump, 1 set valves for Ballast Tank, 1 main & 1 aux check valve.

The foregoing is a correct description,

FOR GEORGE CLARK LIMITED

W. B. 87/1111

Manufacturer.



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Lloyd's Register
Foundation

W598-0141

If not, state whether, and when, one will be sent?

Is a Report also sent on the Hull of the Ship?

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

Im 26 T.

1929. Sep. 13. 24. Oct. 3. 7. 9. 14. 15. 22. 24. Nov. 1. 4. 8. 11. 14. 19. 20. 21. 22. 25. 26. 28. 29.
 Dec. 4. 9. 12. 13. 18. 23. 24. 30. 31. 1930. Jan. 2. 4. 6. 7. 13.

During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits 36

Dates of Examination of principal parts—Cylinders 4/11/29 Slides 22/10/29. Covers 9/10/29.
 Pistons 7/10/29. Piston Rods 24/10/29. Connecting rods 21/11/29.
 Crank shaft 8/11/29. Thrust shaft 8/11/29. Intermediate shafts 26/11/29.
 Tube shaft 22/11/29. Screw shaft 26/11/29. Propeller 11/11/29.
 Stern tube 22/11/29. Engine and boiler seatings 18/12/29. Engines holding down bolts 30/12/29.
 Completion of fitting sea connections 12/12/29.
 Completion of pumping arrangements 3/1/30. Boilers fixed 24/12/29. Engines tried under steam 3/1/30.
 Main boiler safety valves adjusted 3/1/30. Thickness of adjusting washers PORT BOILER 5 1/2" S 1/2" STAR BOILER 5 1/2" S 1/2".
 Crank shaft material I. STEEL Identification Mark 2375 Thrust shaft material I. STEEL Identification Mark 5956
 Intermediate shafts, material I. STEEL Identification Marks 11/12/29 2479, 8000 Tube shaft, material - Identification Mark -
 Screw shaft, material I. STEEL Identification Mark 5955 Steam Pipes, material L.W.S. Test pressure 540 LBS. Date of Test 29/11/29.
 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 Yes If so, state name of vessel S.S. WESTAVON.

General Remarks (State quality of workmanship, opinions as to class, &c. The engines & boilers of this vessel have been built under special survey & the materials & workmanship are good. On completion the machinery was tried under a full head of steam with satisfactory results. The machinery throughout is now in a good & efficient condition & eligible in my opinion to have the notation L.M.C.-1-30 & T.S.C.L marked in the Society's Register Book.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 1-30. CL.
 27/1/30.

The amount of Entry Fee ... £ 4-0-0. When applied for, 18 JAN. 1930
 Special ... £ 66-11-0.
 Donkey Boiler Fee ... £ : : When received, 23 JAN. 1930
 Travelling Expenses (if any) £ : :

Charlotte
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 23 JAN 1930
 Assigned + L.M.C. 1.30 CL