

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 20 FEB 1928

Date of writing Report

When handed in at Local Office

10 Feb 1928 Port of

No. in Survey held at

Date, First Survey

Last Survey

1928

Reg. Book.

(Number of Visits 61.)

Built at Wallsend By whom built Swan Hunter W R & Co. Ltd. Yard No. 1303

Engines made at Wallsend on Tyne By whom made Wallsend Shipways & Co. Ltd. Engine No. 842 when made 1928

Boilers made at Wallsend on Tyne By whom made Wallsend Shipways & Co. Ltd. Boiler No. 842 when made 1928

Registered Horse Power 605 Owners Port belonging to

Nom. Horse Power as per Rule 605 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

Dia. of Cylinders 27 x 45 x 45 Length of Stroke 54" No. of Cylinders 3 No. of Cranks 3 Revs. per minute 78

Crank shaft, dia. of journals as per Rule 14.44" as fitted 14.34" Crank pin dia. 15" Crank webs Mid. length breadth 22.5" Mid. length thickness 9.58" Thickness parallel to axis 9.58" Thickness around eye-hole 6.48"

Intermediate Shafts, diameter as per Rule 12.48" as fitted 14.34" Thrust shaft, diameter at collars as per Rule 14.44" as fitted 14.34"

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 15.34" as fitted 15.34" Is the tube shaft fitted with a continuous liner? yes

Bronze Liners, thickness in way of bushes as per Rule 4.64" as fitted 4.64" Thickness between bushes as per Rule 5.66" as fitted 5.66" 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

Propeller, dia. 18'-9" Pitch 16'-6" No. of Blades 4 Material Bronze whether Moveable yes Total Developed Surface 112 sq. feet

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

Bilge Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 26" Can one be overhauled while the other is at work yes

Feed Pumps No. and size Main @ 9 x 12 x 24 aux 6 x 8 x 8 Pumps connected to the Main Bilge Line No. and size Ballast Pump 10 x 9 x 10 & 2 @ 5 x 6 How driven Steam Main Engines.

Ballast Pumps, No. and size one @ 10 x 9 x 10 Lubricating Oil Pumps, including Spare Pump, No. and size

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

Bilge Pumps;—In Engine and Boiler Room 3 @ 3' x 2" dia

In Holds, &c. 2 @ 2' x 2" & 1 @ 2' x 2" in pump room.

Carrying Petroleum in Bulk.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 10" **Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size** 1 @ 5" x 2"

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 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 none How are they protected

What pipes pass through the deep tanks none Have they been tested as per Rule

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 worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 9186 sq. ft.

Is Forced Draft fitted yes No. and Description of Boilers Three single ended Working Pressure 180 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting? no Main Boilers yes Auxiliary Boilers Donkey Boilers

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—Two each bolts & nuts for top & bottom ends & main bearings. One set coupling bolts. One test shaft complete with nut & valves (1 set). Complete for bilge pumps. One set feed pump valves. Quantity of assorted bolts nuts & washers. 2 Cast Iron propeller blades. One piston rod. One valve spindle.

The foregoing is a correct description,

Manufacturer.

FOR THE WALLSEND SLIPWAY & ENGINEERING CO. LIMITED.

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Lloyd's Register
Foundation

002071-002078-0075

1927
 Jan 6. 17. Mar 8. 16. 21. 23. 28. 31. Apr 1. 6. 11. 13. 21. 22. May 3. 5. 6. 10. 12. 13. 16.
 17. 19. 20. 24. June 1. 2. 3. 7. 14. 16. 28. 29. 30. July 19. Aug 8. 9. 12. 15. 18. 30. 31.
 1928
 Sept. 2. 7. 16. 21. 22. Oct 11. 17. 19. 20. 25. 27. 31. Nov 1. 3. 7. 15. Jan 26. Feb 6. 7.
 Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits 61

Dates of Examination of principal parts—Cylinders 16-5-27 Slides 2-6-27 Covers 2-6-27
 Pistons 10-5-27 Piston Rods 13-5-27 Connecting rods 13-5-27
 Crank shaft 5-5-27 Thrust shaft 5-5-27 Intermediate shafts 16-9-27
 Tube shaft ✓ Screw shaft 30-8-27 Propeller 30-8-27
 Stern tube 22-9-27 Engine and boiler seatings 22-9-27 Engines holding down bolts 31-10-27
 Completion of pumping arrangements 14-11-27 Boilers fixed 4-11-27 Engines tried under steam 26-1-28
 Main boiler safety valves adjusted 26-1-28 Thickness of adjusting washers P.B. 4 5 1/16, S.B. 4 5 3/32, F.B. 4 5 1/16
 Crank shaft material O.H. Steel Identification Mark 2334-8-9 W.B. Thrust shaft material O.H. Steel Identification Mark 696 W.B.
 Intermediate shafts material O.H. Steel Identification Marks 694 W.B. Tube shaft material ✓ Identification Mark ✓
 Screw shaft material O.H. Steel Identification Mark 12961 + 698 D.C.M. Steam Pipes material L.W. Steel Test pressure 5 Hols Date of Test 30-4-27 16-3-11-27
 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 no ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The Machinery of this vessel has been built under Special Survey Materials & Workmanship good. Hydraulic Tests satisfactory. The whole of the machinery has been efficiently installed and tried in the vessel & has been tried under steam & is in good & safe working condition and eligible in my opinion to be classed and have records LMC, 2-28. Tail Shaft C.L. Elect St. "Fitted for oil fuel 2-28 Flash Point above 150°F."

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 2.28. FD. CL.
 Fitted for oil fuel 2.28. FP above 150°F.

The amount of Entry Fee ... £ 6 : 0 : 0 :
 Special ... £ 105 : 5 : 0 :
 Donkey Boiler Fee ... £ ✓ :
 Travelling Expenses (if any) £ ✓ :
 When applied for, 9.2.1928
 When received, 16.2.1928

W.D.
 20/2/28.
 William D. Buller.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 21 FEB 1928 ✓
 Assigned + LMC 2.28 P.B. C.L.
 Fitted for Oil Fuel 2.28 F.P. above 150°F