

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

18<sup>th</sup> March 1944 When handed in at Local Office ✓ 19 Port of **Sydney, N. S. W.**  
 Date, First Survey 26<sup>th</sup> Feb 1942 Last Survey 16<sup>th</sup> March 1944  
 (Number of Visits 83)  
 Survey held at **Port Kembla, Sydney & Whyalla**  
 Reg. Book. **S.S. "RIVER GLENELG"**  
 on the **S.S. "RIVER GLENELG"**  
 Tons { Gross 4914.47  
 Net 2627.49  
 When built 1944  
 Engines made at **Port Kembla N.S.W.** By whom made **Australian Iron & Steel** Engine No. 4 when made 1944  
 Boilers made at **Newcastle N.S.W.** By whom made **Broken Hill Pty Co Ltd** Boiler No. ✓ when made 1944  
 Nominal registered Horse Power **Recip. 505 493** Owners **Commonwealth of Australia** Port belonging to **Adelaide**  
 Turbine **75 73**  
 Com. Horse Power as per Rule **580 566** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**

**ENGINES, &c.—Description of Engines** **Triple expansion with Bawcy Wack Exhaust Turbine**  
 Dia. of Cylinders **24½, 40½, 67"** Length of Stroke **48** Revs. per minute **85** No. of Cylinders **3** No. of Cranks **3**  
 Dia. of Crank shaft journals **as per rule 14.078 13.91 ex turbine** Dia. of Crank pin **14½"** Crank webs **Mid. length breadth 21½"** Thickness parallel to axis **9"**  
 as fitted **14½"** Mid. length thickness **9"** Thickness around eye-hole **6¾"**  
 Diameter of Thrust shaft under collars **as per rule 14.078 13.91 ex turbine** Diameter of Tunnel shaft **as per rule 13.4 13.25 ex turbine** as fitted **15½"** Is the Screw shaft  
 as fitted **14½"** as fitted **13½"** as fitted **15½"**  
 Is the after end of the liner made watertight in the propeller boss **Yes**  
 Is the liner in more than one length are the joints turned **Yes** (Liner thickness **25" & 19"**) If the liner does not fit tightly at the part  
 between the bearings in the stern tube, is the space charged with **plastic** material insoluble in water and non-corrosive **Yes**  
 Is an approved appliance fitted at the after end of the shaft to permit  
 two liners are fitted, is the shaft lapped or protected between the liners **Yes**  
 Is it being efficiently lubricated **Yes**  
 Length of Stern Bush **5' 0½"** Diameter of Propeller **17' 0"**  
 Pitch of Propeller **Variable** No. of Blades **4** State whether Moveable **Yes** Total Surface **102** square feet.  
 No. of Feed Pumps fitted to the Main Engines **✓** Diameter of ditto **✓** Stroke **✓** Can one be overhauled while the other is at work **✓**  
 No. of Bilge Pumps fitted to the Main Engines **✓** Diameter of ditto **✓** Stroke **✓** Can one be overhauled while the other is at work **✓**  
 Total number and size of power driven Feed and Bilge Auxiliary Pumps **TWO MAIN FEED 12' 8" x 22" ONE GEN SERVICE (Aux feed) 10½' x 7" x 21"**  
**ONE BILGE 9' 10" x 24" ONE BALLAST (Conn. to Bilge Main) 10½' x 12" x 24"**  
 No. and size of Pumps connected to the Main Bilge Line **ONE BILGE 9' 10" x 24" & ONE BALLAST 10½' x 12" x 24"**  
 No. and size of Ballast Pumps **1 BALLAST 10½' x 12" x 24" ONE GEN SERVICE 10½' x 7" x 21"** No. and size of Lubricating Oil Pumps, including Spare Pump **Two - 8' 9" x 18"**  
 Are two independent means arranged for circulating water through the Oil Cooler **Yes** No. and size of suction connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room **Eng Rm 2-3", Blr Rm 2-3"** {Thrust Recess and in Holds, &c.:—  
**One 3" Port & one 3" starbd. in all holds (Nos 1, 2, 3, 4 & 5), One 2½" p & s of Cofferdams & One 2½"**  
**in tunnel well**  
 No. and size of Main Water Circulating Pump Bilge Suctions **One 11" dia** No. and size of Donkey Pump Direct Suctions  
 the Engine Room Bilges **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**  
 Are all connections with the sea direct on the skin of the ship **Yes** Are they Valves or Cocks **All Valves (except Blr & Evap. Blow down Cocks)**  
 Are they fire sufficiently high on the ship's side to be seen without lifting the stokehold plates **Yes** Are the Discharge Pipes above or below the deep water line **both**  
 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**  
 How are they protected **¼" steel covering plate casing**  
 Are all Pipes, Cocks, Valves, and Pumps in connect 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 Screw Shaft Tunnel watertight **Yes** Is it fitted with a watertight door **Yes** worked from **Eng room at level of 2<sup>nd</sup> DK.**

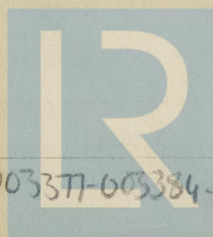
**MAIN BOILERS, &c.—(Letter for record)** Total Heating Surface of Boilers **7212 sq**  
 Is Forced Draft fitted **Yes** No. and Description of Boilers **2 W.T. (B & W type)** Working Pressure **240 lbs**  
**IS A REPORT ON MAIN BOILERS NOW FORWARDED?** **Yes** (Spt 2 20 16)  
**IS A DONKEY BOILER FITTED?** **No** If so, is a report now forwarded? **✓**  
**PLANS.** Are approved plans forwarded herewith for Shafting **No** Main Boilers **26/8/41** Auxiliary Boilers **✓** Donkey Boilers **✓**  
 (If not state date of approval) **See Secretary's letter E 28. 10/2/42 forwarding copies of Plans for S.S. BURNSIDE**  
 General Pumping Arrangements **Approved 1/6/42** Oil fuel Burning Piping Arrangements **3/7/41**  
**SPARE GEAR.** State the articles supplied:— **As per Rule requirements - See list forwarded with F.E. Rpt No 19252 S.S. RIVER CLARENCE**

The foregoing is a correct description,  
 For AUSTRALIAN IRON & STEEL LTD.

**David H. Watkins**  
 GENERAL MANAGER.

Manufacturer.

16/3/44.



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Lloyd's Register  
 Foundation

003377-003384-0068



|   |  |   |
|---|--|---|
| Dates<br>of Survey<br>while<br>building | During progress of<br>work in shops - -  | 1942:- Feb 26, March 5, 12, 19, 24, April 1, 2, 8, 19, 23, May 11, June 12, 26, July 25, 27, 28,<br>Aug 7, 20, 24, 27, Sept 8, 9, 22, Oct 2, 5, 6, 14, Nov 12, 20, 23, Dec 30 |
|   |  | 1943:- Jan 4, 18, 25, Feb 16, March 22, April 5, 14, May 17, June 9, 10, 25   |
|   | During erection on<br>board vessel - - - | 1943:- Aug 14, 16, 17, 19, 20, 24, Sept 2, 12, 20, 22, 24, 30, Oct 11, 24, 25, 30, Nov 8, 15, 29,<br>Dec 7, 8, 20, 21, 22.  |
|   |  | 1944:- Jan 12, 14, 24, 25, Feb 9, 10, 13, 24, 25, 26, 28, 29, March 1, 2, 6, 10, 16.  |
| Total No. of visits                     |  | 83.   |

The Machinery of this Vessel has been built under Special Survey in accordance with the Rules & approved plans. The materials & workmanship are good. The Installation has been fitted on board in an efficient tested under working conditions & found satisfactory and is now eligible in our opinion to be classed in the Society's Register Book, with record of H.L.M.C. 3, 44, T.S. (C.L.), and the Notations of 2 W.T. Boilers 240 lbs. (Spt 220 lbs), F.D., One L.P. Turbine with D.R. gearing. Fitted for Oil Fuel 3, 44 F.P. above 150°F.

Certificate to be sent to Sydney N. S. W.

|                              |     |          |           |                   |
|------------------------------|-----|----------|-----------|-------------------|
| The amount of Entry Fee      | ... | £        | 7 : 10 :  | When applied for, |
| ✓ Special                    | ... | £        | 208 : 0 : | 19                |
| Doukey Boiler Fee            | ... | £        | ✓ :       | When received,    |
| Travelling Expenses (if any) | £   | 50 : 0 : |           | 19                |

Committee's Minute

+ LMC 3.44

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