

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JAN 25 1941

Writing Report 10 When handed in at Local Office 17/11 1941 Port of NEWCASTLE-ON-TYNE
 Survey held at Newcastle on Tyne Date, First Survey 23 Jan 1940 Last Survey 13/7/1941
 Book. on the S/S SARKÖY (Number of Visits 46)
 at Newcastle By whom built Swan, Hunter & Wigham Richardson Yard No. 1676 Tons { Gross 691
 When built 1941-1 Net 265
 Engines made at do. By whom made do. Engine No. 1676 When made 1941-1
 Boilers made at do. By whom made do. Boiler No. 1676 When made 1941-1
 Indicated Horse Power 132 Owners His Majesty represented by The Ministry of Shipping. Port belonging to Newcastle
 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 For which Vessel is intended Ferry Service.

Engines, &c.—Description of Engines 3 Cyl. Triple Exp. Recip. Revs. per minute 225.
 Cylinders 12+19+31 Length of Stroke 21" No. of Cylinders 3. No. of Cranks 3.
 Shaft, dia. of journals as per Rule 6.09 Crank pin dia. 7 1/8" Crank webs shrunk Thickness parallel to axis 4 7/16"
 as fitted 6 7/8" Mid. length breadth ✓ Thickness around eye-hole 3 3/4" at journals
 as per Rule 5.8" Mid. length thickness ✓ as fitted 7 1/8" as per Rule 6.09 as fitted 7 1/8"
 Main Shafts, diameter as fitted 7 1/8" Thrust shaft, diameter at collars as fitted 7 1/8"
 as per Rule ✓ as fitted 6 3/4" Is the tube shaft fitted with a continuous liner Yes.
 as per Rule 16/32" as fitted 17/32" as per Rule 13/32" as fitted 15/32" Is the after end of the liner made watertight in the
 Liners, thickness in way of bushes as fitted 17/32" Thickness between bushes as fitted 15/32" Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner In one piece
 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 tight fit.
 Bearings 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 ✓
 If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 33 1/2"
 Pitch 5-6" No. of Blades 4 Material M. Brg. whether Moveable No Total Developed Surface 20 sq. feet
 Can one be overhauled while the other is at work —
 Pumps connected to the Main Bilge Line { No. and size Two: - Ballast 6x7x9 dup. & G.S.P. 6x6x6 duplex
 How driven Steam 75 tons/hr. 47 tons/hr.
 Lubricating Oil Pumps, including Spare Pump, No. and size —
 dependent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary
 In Engine and Boiler Room Two of 3" dia & 2 of 2" dia., also one 3" at forward end of Bls. Rm.
 In Holds, &c. Three, viz one Centre 3" and P.T.S. wing 2 1/2" each
 also one 3" Gector Suction worked by Ballast Pump discharge
 Water Circulating Pump Direct Bilge Suctions, No. and size one 6" dia Independent Power Pump Direct Suctions to the Engine Room Bilges,
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes.
 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.
 Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks both
 Are the Overboard Discharges above or below the deep water line both
 Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 How are they protected ✓
 Have they been tested as per Rule ✓
 Pumps, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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
 to another Yes Is the Shaft Tunnel watertight None (mach. aft.) Is it fitted with a watertight door ✓ worked from ✓

BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 2554 sq. ft.
 Draft fitted Yes No. and Description of Boilers 2 Single ended. Working Pressure 180 lbs/sq. in.
 REPORT ON MAIN BOILERS NOW FORWARDED? Yes.
 DONKEY BOILER FITTED? None If so, is a report now forwarded? ✓

Are approved plans forwarded herewith for Shafting 22/12/39 Main Boilers 15/12/39 Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)
 General Pumping Arrangements 22/2/40 & 15/2/40 Oil fuel Burning Piping Arrangements ✓
 Pumping Arrangements 3/1/40
 SPARE GEAR.

Spare gear required by the Rules been supplied Yes
 The principal additional spare gear supplied 20 Condenser tubes & 40 ferrules & packings for condenser tubes.

FOR THE FOREGOING IS A CORRECT DESCRIPTION,
SWAN, HUNTER, & WIGHAM RICHARDSON LTD.

G. J. Kennedy
 DIRECTOR.

Manufacturer.



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007506-007517-0214

1940
During progress of work in shops - - - Jan 23. May 14. 22. 31. June 4. 14. 17. 18. 21. July 1. 3. 16. 18. Aug. 1. 20. 22. Oct. 14.
1941
During erection on board vessel - - - 29. Nov. 1. 4. 5. 8. 11. 13. 14. 15. 18. 19. 22. 25. 26. 29. Dec. 2. 4. 6. 9. 11. 17. 18. 20. Jan. 6.
Total No. of visits 46.

Dates of Examination of principal parts—Cylinders 18/7/40 Slides 22/11/40 Covers 18/7/40
Pistons 22/11/40 Piston Rods 26/11/40 Connecting rods 26/11/40
Crank shaft 20/11/40 Thrust shaft 13/11/40 Intermediate shafts 13/11/40
Tube shaft ✓ Screw shaft 4/11/40 Propeller 29/11/40
Stern tube 25/11/40 Engine and boiler seatings 25/11/40 + 9/12/40 Engines holding down bolts 9/12/40
Completion of fitting sea connections 25/11/40
Completion of pumping arrangements 6/1/41 Boilers fixed 9-12-40 Engines tried under steam 7th + 13th - 1-
Main boiler safety valves adjusted 7th/1/41 Thickness of adjusting washers Forw. Psh: Forw. Valve 1 1/2" : Aft Valve 3/8" IT
Aft Psh: " " 3/8" " " 7/16" 1422
Crank shaft material 7 Steel Identification Mark 8972 AW Thrust shaft material 7 Steel Identification Mark
Intermediate shafts material 7 Steel Identification Marks 1415 HDB Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material 7 Steel Identification Mark 1348 TWB 1000 Steam Pipes, material S.D. Steel Test pressure 540 lbs. Date of Test 18/12/40
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 the use of oil as fuel been complied with ✓
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with ✓
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
Is this machinery duplicate of a previous case Yes If so, state name of vessel 5/5 ECEABAT. Yard 401662.
Nuc. Rpt 98746.

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this Vessel has been built under Special Survey in accordance with the Society's Rules and approved plans, satisfactorily installed on board and true under working conditions. The Materials and workman are good. The machinery of this Vessel is eligible, in opinion, to be classed with this Society, and to have reco + LMC. 1-41, and the notations 2. SB. 180 lbs. F.D. TS. CL.

Newcastle-on-Tyne

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 ... £ 3 : - :
Special ... £ 33 : - :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 23 JAN 1941
When received, 19

Committee's Minute

Assigned

A. Watt

Engineer Surveyor to Lloyd's Register of Shipping



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