

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

28 JAN 1948

Date of writing Report 1-11-1947 When handed in at Local Office 19 Port of NEWCASTLE, N.S.W.
 No. in Survey held at Newcastle, N.S.W. Date: First Survey 27-10-45 Last Survey 28-10-1947
 Reg. Book (Number of Visits 113)
 on the Single Screw Steamer "DELINGRA" Tons Gross 2533 Net 1161
 Built at Newcastle, NSW. By whom built State Dockyard Yard No. 26 When built 1947
 Engines made at Newcastle, N.S.W. By whom made State Dockyard Engine No. 26 When made 1947
 Boilers made at Sydney, N.S.W. By whom made Cockatoo Docks & Eng. Boiler No. ✓ When made 1946
 Registered Horse Power ✓ Owners Commonwealth of Australia Port belonging to Newcastle, N.S.W.
Dept. of Supply & Shipping.
 Nom. Horse Power as per Rule 375 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines "Lentz", Double Compound, Enclosed, Forced Lubrication.

Dia. of Cylinders 2 @ 18 1/2" Length of Stroke 40" Revs. per minute 110 No. of Cylinders 4 No. of Cranks 4
 Dia. of Crank shaft journals 13 1/2" as fitted ✓ Dia. of Crank pin 13 1/2" as fitted ✓ Crank webs 20 1/2" Mid. length breadth 8 3/8" Thickness parallel to axis 8 3/8"
 Diameter of Thrust shaft under collars 13 1/2" as fitted ✓ Diameter of Tunnel shaft 12 5/8" as fitted ✓ Diameter of Screw shaft 13 3/4" as fitted ✓ Thickness around eye-hole 6"
 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 joints burned Yes, through whole thickness of liner (3") 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 Tight fit.

If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated No Length of Stern Bush 4'-8 1/2" Diameter of Propeller 12'-6"

Pitch of Propeller 12'-9"-15'-2" No. of Blades 4, Bronze. State whether Moveable No Total Surface 52 square feet.

No. of Feed Pumps fitted to the Main Engines None Diameter of ditto ✓ Stroke ✓ Can one be overhauled while the other is at work ✓

No. of Bilge Pumps fitted to the Main Engines Two Diameter of ditto 5" Stroke 10" Can one be overhauled while the other is at work Partly

Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 Main Feed, 1 Aux. feed, 1 Fire & bilge. All 9" x 6" x 18".

No. and size of Pumps connected to the Main Bilge Line 2 M.E. bilge pumps, 1 fire & bilge, 1 ballast. Sizes:—As above & hereunder.

No. and size of Ballast Pumps One, 9" & 10" x 24" No. and size of Lubricating Oil Pumps, including Spare Pump 1 Aux. pump 3 1/2" & 4" x 9".

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 2 @ 2 1/2" & 1 @ 4" in Eng. Room and in Holds, &c. 2 @ 2 1/2" in all holds.

1 @ 2 1/2" in Tunnel Well, 2 @ 2 1/2" in Boiler Room 2 @ 2" in cross bunker.

No. 2 Hold lengthened, No. 2 bilge suction increased to 2 1/2" and main line in B.R. to 4", Dr. No. 2300/4 attached.

No. and size of Main Water Circulating Pump Bilge Suctions One—7" bilge injection. No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges 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 Yes

Are all connections with the sea direct on the skin of the ship Yes, or on fabricated steel Are they Valves or Cocks Valves, except Evap. & Blr. B.D. cocks.

Are they fixed 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.

What Pipes are carried through the bunkers None, except bilge pipes. How are they protected Under bilge limbers.

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 Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from E.R. at Up. Dk.

MAIN BOILERS, &c.—(Letter for record ✓) Total Heating Surface of Boilers 4980 {50% Economisers 320 c.ft. Superheater 490 cub. feet. = 5790 c.f.

Is Forced Draft fitted Yes No. and Description of Boilers Two, 2 Drum W.T. Working Pressure 240 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

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

See Secretary's Letters E:—9-8-44 Main Boilers 1-5-44 Auxiliary Boilers ✓ Donkey Boilers ✓

PLANS. Are approved plans forwarded herewith for Shafting ✓ (If not, state date of approval)

General Pumping Arrangements E. 22-2-45, 21-3-45, 3-5-45. Oil fuel Burning Piping Arrangements Not fitted.

SPARE GEAR. State the articles supplied:—As per Rules, see attached list also Secretary's letter E. 9-10-45.

The foregoing is a correct description,

STATE DOCKYARD.

N.S.W. Govt. Engineering and Shipbuilding Undertaking—Manufacturer.

1945:-Oct.27. Dec.19,20,21. 1946:-Jan.3,11,14,25,30. Feb.1,5,9,15,28. Mar.6,11,15,21,26,28. Apr.2,9,13,17,27. May 8,10,16,23,24,25,27,28,29. June 4,5,7,11,13,22,28. July 15,29. Aug.8,22,28. Sep.5,17,30. Oct.22,28. Nov.8,26,29. Dec.11,13,20. 1947:-Jan.8,13,28. Feb.12,13,17,19,22. Mar.4,7,12,17,26,28. Apr.3,8,21,29,30. May 8,19,26,28. Aug.5.
1947:-Apr.11,14. June 3,12,18,20. July 4,10,11,15,25,28. Aug.12,19,21,25,28,29. Sep.1,3,10,15,22,24,30. Oct.2,8,15,17,20,22,28.

Dates of Survey while building { During progress of work in shops { 1945:-Oct.27. Dec.19,20,21. 1946:-Jan.3,11,14,25,30. Feb.1,5,9,15,28. Mar.6,11,15,21,26,28. Apr.2,9,13,17,27. May 8,10,16,23,24,25,27,28,29. June 4,5,7,11,13,22,28. July 15,29. Aug.8,22,28. Sep.5,17,30. Oct.22,28. Nov.8,26,29. Dec.11,13,20. 1947:-Jan.8,13,28. Feb.12,13,17,19,22. Mar.4,7,12,17,26,28. Apr.3,8,21,29,30. May 8,19,26,28. Aug.5.
During erection on board vessel { 1947:-Apr.11,14. June 3,12,18,20. July 4,10,11,15,25,28. Aug.12,19,21,25,28,29. Sep.1,3,10,15,22,24,30. Oct.2,8,15,17,20,22,28.
Total No. of visits 113 Fwd.to Aft.
Dates of Examination of principal parts—Cylinders L.P. 22-8-46. H.P. 28-10-46. H.P. 12-2-47. L.P. 8-1-47. Valves 13-2-47.
Covers 19-12-45. 15-7-46. 5-9-46. Pistons 17-9-46 Rods 21-12-45. 22-2-47.
Connecting rods 20-12-45 Crank shaft 18-6-47. 20-6-47 Thrust shaft 12-3-47
Tunnel shafts 20-12-45. 21-12-45 Screw shaft 27-10-45. 20-12-45. Propeller 8-4-47
Stern tube 17-2-47 Engine and boiler seatings 3-6-47. 18-6-47 Engines holding down bolts 12-8-47
Completion of pumping arrangements 3-9-47 Boilers fixed 19-8-47 Engines tried under steam 15-10-47. 22-10-47.
Completion of fitting sea connections 11-4-47 Stern tube 14-4-47 Screw shaft and propeller 21-4-47
Main boiler safety valves adjusted 15-10-47 Thickness of adjusting washers P.B. F.V.,.605" S.H.,.610. S.B. F.V.,.470 A.V.,.430" A.V.,.457
Material of Crank shaft Mild Steel Identification Mark on Do. Lloyds No.26 F & A. EMH.29-8-47.
Material of Thrust shaft Mild Steel Identification Mark on Do. Lloyds No.552. WCE. 22-10-46.
Material of Tunnel shafts Mild Steel Identification Marks on Do. Lloyds No.5532/2. EMH.20-12-45 Lloyds No.6515. EMH. 21-12-45
Material of Screw shafts Mild Steel Identification Marks on Do. Lloyds No.425/3. EMH. 20-12-45
Material of Steam Pipes Mild Steel Test Pressure 720 lbs.per sq.in. Date of Test 19-2-47 to 5-8-47
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 Not fitted.
Is this machinery duplicate of a previous case Yes ✓ If so, state name of vessel "DORRIGO", "DELEMERE", "DANDENONG", "DAYLESFORD", "DUBBO", "DALBY".

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

The Machinery of this vessel has been built under Special Survey in conformity with the Rules, approved plans and Secretary's letters. The materials and workmanship are of good quality and to our satisfaction. The machinery has been properly installed in the vessel, tested under working conditions and found satisfactory and, in our opinion, is now eligible to be classed in the Society's Register Book with the following records and notations:-

+LMC, 10.47. T.S.(C.L.) 2 W.T.Boilers 240 lbs.(Spt.220 lbs.). F.D.

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 £ 10 : 0 : When applied for, 6/11/1947
Special £ 243 : 15 :
Donkey Boiler Fee £ : : When received,
Travelling Expenses (if any) £ 50 : 0 : 19

FRI. 5 MAR 1948

Committee's Minute

Assigned + L.M.C 10.47 F.D. C.L. 2 W.T.B. 240 lb. Spt. 220 lb.

Engine Surveyor to Lloyd's Register of Shipping.



© 2021

Lloyd's Register Foundation