

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 28 JAN 1925

Date of writing Report

19

When handed in at Local Office

26/11 10 25 Port of

Survey held at

Newcastle on Tyne

Date, First Survey 7 Jan.

Last Survey 22 Jan 1925

g. Book.

(Number of Visits 11)

725 on the

S.S. BARALABA ex SOLSKIN

Tons { Gross 998

Net 554

uilt at

Stettin

By whom built

Stettiner Oderwerke

Yard No.

When built 1921

Engines made at

Stettin

By whom made

Stettiner Oderwerke

Engine No.

when made 1921

Boilers made at

Stettin

By whom made

Stettiner Oderwerke

Boiler No.

when made 1921

Registered Horse Power

Owners BRITISH INDIA S. N. C. LTD

Port belonging to

Gangaw

Horse Power as per Rule

92 124

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

yes

Vessel is intended

GINES, &c.

Description of Engines

Triple Exp. Condensing

Revs. per minute

No. of Cylinders

3

Length of Stroke

29.5

No. of Cranks

3

Crank shaft, dia. of journals

8.56

Crank pin dia.

8.56

Crank webs

17

Mid. length breadth

5.5

Thickness parallel to axis

16.78

Intermediate Shafts, diameter

8.06

as per Rule

8.06

Thrust shaft, diameter at collars

9.54

as per Rule

9.54

as fitted

8.56

8.46

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the { tube } shaft fitted with a continuous liner

no

Is the { screw }

shaft fitted with a continuous liner

no

Is the after end of the liner made watertight in the

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per Rule

as fitted

Is the after end of the liner made watertight in the

Propeller boss

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

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

Length of Bearing in Stern Bush next to and supporting propeller

40"

Propeller, dia

12'-4 1/2"

Pitch

12'-6"

No. of Blades

4

Material

C.I.

whether Movable

no

Total Developed Surface

Main Engines, No.

two

Diameter

23 1/8"

Stroke

14 3/4"

Can one be overhauled while the other is at work

yes

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During progress of work in shops - - -
 Dates of Survey while building 1924
 During erection on board vessel - - - Jan. 7. 9. 12. 13. 14. 15. 16. 19. 20. 21. 22.
 Total No. of visits 11

Dates of Examination of principal parts—Cylinders Jan 13 Slides Jan 12 Covers Jan 12
 Pistons Jan 12 Piston Rods Jan 13 Connecting rods Jan 13
 Crank shaft Jan 13 Thrust shaft Jan 13 Intermediate shafts Jan 13
 Tube shaft — Screw shaft Jan 7 Propeller Jan 7
 Stern tube Jan 7 Engine and boiler seatings Jan 15 Engines holding down bolts Jan 15
 Completion of pumping arrangements — Boilers fixed — Engines tried under steam Jan 22
 Main boiler safety valves adjusted Jan 22 Thickness of adjusting washers 1 1/4" P 13th 1 1/4" 1 1/2" S. 13th
 Crank shaft material — Identification Mark — Thrust shaft material — Identification Mark —
 Intermediate shafts, material — Identification Marks — Tube shaft, material — Identification Mark —
 Screw shaft, material — Identification Mark — Steam Pipes, material ~~Steel~~ ✓ Test pressure 400 ✓ Date of Test 20 Jan
 Is an installation fitted for burning oil fuel — 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 — If so, state name of vessel —

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

The machinery of this vessel, including, sea connections & their outside fastenings, have been opened out and examined and found to be in good condition and so far as can be seen of good workmanship & materials.
 The principal dimensions of the moving parts & cylinder sizes have been checked with plans and found correct.
 The pumping arrangements have been examined & tested, rose boxes have been fitted to all bilge sections and an independent direct suction with non-return valve, mud box & tail pipe has been fitted to the General Service Pump; the arrangements for pumping are now efficient.
 The main engines were tested under working conditions and found satisfactory. The windlass & steering engine were examined & tested & found satisfactory.

The machinery of this vessel, as now seen, is in a good & efficient condition and is eligible, in my opinion, for classification with Record L.M.C. 1.25. marked in red in the Register Book.

The amount of Entry Fee ... £ : : When applied for, 27 JAN 1925
 Special ... £ 25 - : :
 Donkey Boiler Fee ... £ : : When received, 25 JAN 1925
 Travelling Expenses (if any) £ : :
 JAN. 30 JAN 1925

Committee's Minute

Assigned

Lmb 1.25

— Oly

CERTIFICATE WRITTEN

L. R. Horne.
 Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

Certificate to be sent to NEWCASTLE-ON-TYNE.

The Surveyors are requested not to write on or below the space for Committee's Minute.

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in Survey hel Book.

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