

# 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<sup>th</sup> Jan.

Last Survey 22<sup>nd</sup> Jan 1925

Book No. 725 on the S.S. BARALABA ex SOLSKIN

(Number of Visits 11) Tons { Gross 998 Net 554

Built 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 INDIAN S. N. CO. LTD Port belonging to Glasgow

Net Horse Power as per Rule 92 124. Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted yes.

Trade for which Vessel is intended

**ENGINES, &c.** Description of Engines Triple Exp. Condensing Revs. per minute  
 No. of Cylinders 3 No. of Cranks 3  
 Length of Stroke 29.5 29.2  
 Crank pin dia. 8 3/8 Crank webs Mid. length breadth 17 Thickness parallel to axis 16 7/8  
 Crank pin dia. 8 3/8 Crank webs Mid. length thickness 5 1/2 Thickness around eye-hole 5 1/2  
 Intermediate Shafts, diameter as per Rule 8.15 New Rules 7.99 as fitted 8.06 8.46  
 Thrust shaft, diameter at collars as per Rule 8.15 as fitted 8.15 8.48  
 Tube Shafts, diameter as per Rule 9.54 as fitted 9.16 10.0 Is the shaft fitted with a continuous liner { no liner  
 Screw Shaft, diameter as per Rule 9.34 as fitted 9.34 Is the screw shaft fitted with a continuous liner { no liner  
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule 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 Moveable no Total Developed Surface 49 approx. feet  
 Main Engines, No. two Diameter 23 3/8 Stroke 14 3/4 Can one be overhauled while the other is at work yes  
 Bilge Pumps worked from the Main Engines, No. two Diameter 23 3/8 Stroke 14 3/4 Can one be overhauled while the other is at work yes  
 Pumps connected to the Main Bilge Line No. and size 5.1 x 3.5 x 4.9 & 7.48 x 9.0 x 5.9 How driven Steam  
 Lubricating Oil Pumps, including Spare Pump, No. and size  
 Suctions, connected to both Main Bilge Pumps and Auxiliary  
 two independent means arranged for circulating water through the Oil Cooler  
 In Engine and Boiler Room 4 - 3  
 Holds, &c. Fore hold 2-3. After hold 2-3. Aft tunnel 1-3

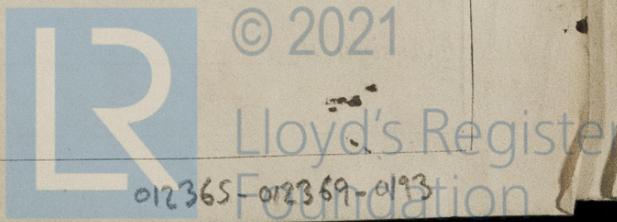
**MAIN WATER CIRCULATING PUMP DIRECT BILGE SUCTIONS, No. and size 1-3 9/16 Independent Power Pump Direct Suctions to the Engine Room Bilges,**  
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes  
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-holes, placed above the level of the working floor, with straight tail pipes to the bilges no  
 Are they fitted with Valves or Cocks both  
 Are the Overboard Discharges above or below the deep water line above  
 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  
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes  
 Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from Top platform of E. Room.

**MAIN BOILERS, &c.** (Letter for record) Total Heating Surface of Boilers 2160 sq ft  
 Forced Draft fitted no No. and Description of Boilers 2 S.E. Multitubular Working Pressure 199  
**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 Main Boilers Auxiliary Boilers Donkey Boilers  
 (If not state date of approval)  
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

**SPARE GEAR.** State the articles supplied:-  
 2 Connecting Rod Top End Bolts & Nuts  
 2 do Bottom End  
 2 Main Bearing  
 1 set Coupling Bolts  
 1 set Feed & Bilge Valves  
 1 set Piston Rings  
 assorted Bolts nuts & washers  
 Spare Tail End Shaft  
 Spare Propeller C.I.  
 Snagging Glasses  
 Spanners etc.

The foregoing is a correct description,

Manufacturer.



Dates. of Survey while building } During progress of work in shops - - } 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 13R. 1 1/2" 1 1/2" S. 13R.  
 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, sea 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.

This has been examined by the Society of Engineers & Boilers the m...

Certificate to be sent to NEWCASTLE-ON-TYNE.

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

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

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

Committee's Minute

Assigned

Am 1.25  
 - O.G.

CERTIFICATE WRITTEN