

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 26 FEB 1930

Date of writing Report 24 Feb 1930. When handed in at Local Office 25 Feb 1930. Port of Leith

No. in Survey held at Leith Reg. Book. 39511. on the s/s "BOMBO" Date, First Survey 12 Dec 1929. Last Survey 11 Feb 1930 (Number of Visits 11.)

Built at Leith By whom built Henry Robb Ltd. Yard No. 154. Gross Tons 601.8 Net Tons 228.2 When built 1930

Engines made at Newbury By whom made Plenty & Sons Ltd. Engine No. 2635 when made 1930

Boilers made at Newcastle By whom made Palmers S.B. & D.G. Boiler No. 1127 when made 1930

Registered Horse Power Owners New South Wales Government. Port belonging to Sydney

Nom. Horse Power as per Rule 100. Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes

Trade for which Vessel is intended Boasting near Sydney

## ENGINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke No. of Cylinders Revs. per minute No. of Cranks

Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis Mid. length thickness shrunk Thickness around eye-hole

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes Is the after end of the liner made watertight in the propeller boss

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

If 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

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps No. and size How driven Pumps connected to the Main Bilge Line No. and size How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps

In Holds, &c. One - 2 1/4" in Eng. Room. Two - 2" in Stokehold. Two - 2" in No 1 hold, Two - 2" in No 2 hold. One - 2 1/4" in Eng. Room direct to after Main Bilge Pump.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One - 4" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one - 2 3/4"

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 Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Both

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Overboard Discharges above or below the deep water line Above

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 pass through the bunkers Suctions to fore holds How are they protected Under the ceiling

What pipes pass through the deep tanks 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 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 Shaft Tunnel watertight None Is it fitted with a watertight door worked from

## MAIN BOILERS, &c.—(Letter for record (S))

Total Heating Surface of Boilers 2176 sq. ft.

Is Forced Draft fitted No. No. and Description of Boilers See the Rpt No. 84349. Working Pressure 180 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

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

PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers Donkey Boilers

Superheaters General Pumping Arrangements yes Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— as given in don. Rpt No. 94741.

The foregoing is a correct description,

Manufacturer.



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W1006-0004

List of  
Capacity.  
Tons.  
NOTE.—The words which do not apply should be deleted.

Dates of Survey while building  
 During progress of work in shops --  
 During erection on board vessel ---  
 Total No. of visits 11.

1929 Dec 12, 16, 1930 Jan 6, 16, 25, 31, Feb 1, 3, 5, 7, 11.

Dates of Examination of principal parts—Cylinders Slides Covers  
 Connecting rods  
 Pistons Piston Rods Intermediate shafts  
 Crank shaft Thrust shaft Propeller in place 16-12-29  
 Tube shaft Screw shaft Engines holding down bolts 31-1-30  
 Stern tube in place 16-12-29 Engine and boiler seatings 12-12-29  
 Completion of fitting sea connections 16-12-29  
 Completion of pumping arrangements 3-2-30 Boilers fixed 6-1-30 Engines tried under steam 7-2-30  
 Main boiler safety valves adjusted 5-2-30 Thickness of adjusting washers Port Valve 1/32 Star Valve 3/8  
 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 Copper Test pressure 360 lbs Date of Test 5-2-30  
 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 ✓  
 Is this machinery duplicate of a previous case No If so, state name of vessel ✓

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

This Machinery has been efficiently fitted on board, the material & workmanship being sound & good. On completion the safety valves were adjusted under steam, & the Main & Auxiliary machinery were tried at sea under working conditions, & were found satisfactory.

In my opinion this Machinery is in good order & condition, & is eligible to be classed in the Register Book with the notation of + L.M.C. 2-30.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 2-30.

J.P.H. J.S.H.  
 27/2/30

The amount of Entry Fee	£	:	When applied for,
Special	£	:	19
Donkey Boiler Fee	£	:	When received,
Travelling Expenses (if any)	£	:	19

John Houston  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
 Assigned

FRI. 28 FEB. 1930  
 + L.M.C. 2, 30

