

Rpt. 4.

No. 17761.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 24 Feb 1930 When handed in at Local Office 25 Feb 1930 Port of Leith Received at London Office 26 FEB 1930

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

Gross 601.8
Tons 228.2
Net 1930

Built at Leith By whom built Henry Robb Ltd. Yard No. 154 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 Palmer S.B. & Co. 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 Coasting 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 Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
as fitted Mid. length thickness shrunk Thickness around eye-hole

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

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

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

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

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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller

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 Engine and Boiler Room One - 2 1/4" in Eng. Room. Two - 2" in Stokehold.

In Holds, &c. 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

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? ✓

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers ✓ Donkey Boilers ✓
(If not state date of approval)

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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Foundation

W1006-0004

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

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft Intermediate shafts

Tube shaft Screw shaft Propeller in place 16-12-29

Stern tube in place 16-12-29 Engine and boiler seatings 12-12-29 Engines holding down bolts 31-1-30

Completion of fitting sea connections 16-12-29 Boilers fixed 6-1-30 Engines tried under steam 7-2-30

Completion of pumping arrangements 3-2-30 Thickness of adjusting washers Port Valve $\frac{1}{32}$ Star Valve $\frac{3}{8}$

Main boiler safety valves adjusted 5-2-30 Thrust shaft material Identification Mark

Crank shaft material Identification Mark Tube shaft, material Identification Mark

Intermediate shafts, material Identification Marks Steam Pipes, material Copper Test pressure 360 lbs Date of Test 5-2-30

Screw shaft, material Identification Mark Is the flash point of the oil to be used over 150°F. ✓

Is an installation fitted for burning oil fuel No 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.

The amount of Entry Fee ... £ : When applied for, 19

Special ... £ : When received, 19

Donkey Boiler Fee ... £ : 19

Travelling Expenses (if any) £ : 19

Committee's Minute

Assigned

FRI. 28 FEB. 1930

+ L.M.C. 2, 30

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

CERTIFICATE WRITTEN.



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