

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 31 JAN 1930

When handed in at Local Office 31 JAN 1930

Received at London Office

No. in Survey held at Reg. Book.

Newbury

Port of London

Date, First Survey 14 November 1929 Last Survey 13 January 1930

(Number of Visits 5)

on the

s/s "BOMBO"

Built at

Leith

By whom built

Henry Robb Ltd

Yard No. 154

Tons { Gross
Net

Engines made at

Newbury

By whom made

Messrs Plenty & Son Ltd

Engine No 2635

When built 1930

Boilers made at

Newcastle

By whom made

Messrs Palmers SB & Co

Boiler No. 1127

when made 1930

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule

100

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Triple expansion, Surface Condensing

Revs. per minute 125

Dia. of Cylinders

14 1/2 x 25 x 40

Length of Stroke

27"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 7.59"

as fitted 7.58"

Crank pin dia.

7.78"

Crank webs

Mid. length breadth 1'-5 1/2"

Mid. length thickness 4 13/16"

Thickness parallel to axis 4 13/16"

Intermediate Shafts, diameter

as per Rule 7.23"

as fitted 7.14"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 8.49"

as fitted 8.9/16"

Is the { screw } shaft fitted with a continuous liner

No

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

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

Yes

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

No

Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft

No

Two liners are fitted, is the shaft lapped or protected between the liners

No

Length of Bearing in Stern Bush next to and supporting propeller

36"

Propeller, dia.

10'-6"

Pitch

10'-6"

No. of Blades

4

Material

C.I.

Feed Pumps worked from the Main Engines, No.

Two

Diameter

2 3/4"

Stroke

13 1/2"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

Two

Diameter

2 3/4"

Stroke

13 1/2"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

One 5 1/4 x 3 1/2 x 5"

Pumps connected to the

Main Bilge Line

No. and size

One 8 x 8 x 8

How driven

Steam

How driven

Steam

Ballast Pumps, No. and size

Same as Bilge Pump

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

One

Suctions, connected to both Main Bilge Pumps and Auxiliary

One - 2 1/4" Eng. Room Two - 2" Stokehold

Bilge Pumps;—In Engine and Boiler Room

One - 2 1/4" Eng. Room

Two - 2" Stokehold

Two - 2" Stokehold

One - 2" 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.

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 they fitted with Valves or Cocks

Yes

Are the Overboard Discharges above or below the deep water line

Yes

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes

Are all Sea Connections fitted direct on the skin of the ship

Yes

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Yes

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes

How are they protected

Yes

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Yes

Have they been tested as per Rule

Yes

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes

How are they protected

Yes

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Yes

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes

How are they protected

Yes

Have they been tested as per Rule

Yes

Are 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

Is the Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

worked from

Yes

Are 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

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compartment to

1929

1930

Nov. 14. 26 Dec. 13. Jan. 6. 13.

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

Dates of Examination of principal parts—Cylinders Nov. 14. 26. Dec. 13. Slides Nov. 14. 26. Dec. 13. Covers Nov. 14. 26. Dec. 13.
Pistons Nov. 26. Jan. 6. Piston Rods Nov. 26. Connecting rods Nov. 26
Crank shaft Nov. 26. Thrust shaft Nov. 14. 26. Intermediate shafts ✓
Tube shaft ✓ Screw shaft Nov. 14. 26. Propeller
Stern tube Nov. 26. Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material *Best Steel* Identification Mark *J.H. 484-29* Thrust shaft material *Best Steel* Identification Mark *J.H. 484-29*
Intermediate shafts, material ✓ Identification Marks *SPARE SCREW* Piston shaft, material *Best Steel* Identification Mark *J.H. 484-29*
Screw shaft, material *Best Steel* Identification Mark *J.H. 484-29* Steam Pipes, material Test pressure Date of Test

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 *No* If so, state name of vessel

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

This machinery, which has been constructed under survey to approved Plans & Rule requirements, has been despatched to Leith for completion & installation on board. The workmanship and materials, so far as can be seen, are good and, in my opinion, the machinery will be eligible for the record of + L.M.C. (with date) when it has been completed, fitted on board and tried under working conditions to the satisfaction of one of the Society's Surveyors.

The amount of Entry Fee *£ 16 : 16 : 0*
Special *£ 25 : 0 : 0*
Donkey Boiler Fee *£ 4 : 19 : 6*
Travelling Expenses (if any) *£*

When applied for, *31 JAN 1930*
When received, *24.2.30*

Arthur A. Palmers

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 28 FEB. 1930

See Lth J.E. 17761

Assigned



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