

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 30 MAR 1932
NEWCASTLE-ON-TYNE

Date of writing Report 19 When handed in at Local Office 23.3.32 Port of
 No. in Survey held at Walker Date, First Survey 19 June 31 Last Survey 22 March 1932
 Reg. Book. on the S.S. "ANATOLIAN" (Number of Visits 32.)
 Built at Walker By whom built Swan Hunter, Wigham R'Son Ltd Yard No. 1414 When built 1932
 Engines made at Walker By whom made Swan Hunter, W R'Son Ltd Engine No. 1414 when made 1932
 Boilers made at Walker By whom made Swan Hunter, W R'Son Boiler No. 1414 when made 1932
 Registered Horse Power Owners Swan Hunter, Wigham R'Son Ltd Port belonging to Newcastle
 Nom. Horse Power as per Rule 292 Is Refrigerating Machinery fitted for cargo purposes Y Is Electric Light fitted Yes
 Trade for which Vessel is intended General Cargo

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 103
 Dia. of Cylinders 20.5" x 34" x 5.6" Length of Stroke 39" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 11.18" as per Rule 11.25" as fitted Crank pin dia. 11.25" Crank webs Mid. length breadth 16.75" Thickness parallel to axis 4"
 Intermediate Shafts, diameter 10.64" as per Rule 11.25" as fitted Thrust shaft, diameter at collars 11.18" as per Rule 11.25" as fitted
 Tube Shafts, diameter 11.46" as per Rule 12.25" as fitted Is the screw shaft fitted with a continuous liner Yes
 Screw Shaft, diameter 11.46" as per Rule 12.25" as fitted Is the after end of the liner made watertight in the propeller boss Yes
 Bronze Liners, thickness in way of bushes 21/32" as per Rule 11/16" as fitted Thickness between bushes 12" as per Rule 8/8" as fitted
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yes
 Propeller, dia. 13.5" Pitch 14-3" No. of Blades 4 Material M.B whether Movable Y Total Developed Surface 58 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 22" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 22" Can one be overhauled while the other is at work Yes
 Feed Pumps No. and size 1-8 1/2" x 6" x 18" Pumps connected to the Main Bilge Line 1 Ballast pump 4" x 8" x 18"
 How driven Steam How driven —
 Ballast Pumps, No. and size 1-4" x 8" x 19" Lubricating Oil Pumps, including Spare Pump, No. and size —
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 1-2 1/2" E.R. Port. 1-2 1/2" E.R. Starboard 1-2 1/2" S.S. Well 1-2 1/2" T Well
 In Holds, &c. 1-3" P, 1-3" S, in fore hold. 1-3" P, 1-3" S, in aft hold.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-3 1/2"
 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 stakehold plates Yes Are the Overboard Discharges above or below the deep water line Below
 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 None How are they protected —
 What pipes pass through the deep tanks None Have they been tested as per Rule Yes
 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 Yes Is it fitted with a watertight door Yes worked from Engine Room 2nd Platform

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 4294 sq ft
 Is Forced Draft fitted Yes No. and Description of Boilers 2 S.E. Marine Working Pressure 200 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? Y If so, is a report now forwarded? —
 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 per Society's Rules, attached list.

The foregoing is a correct description,

FOR SWAN, HUNTER & Wigham RICHARDSON, LTD.

Geo. S. Wright.

Manufacturer.



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Lloyd's Register

W1350-0109

1931
 June 19. July 7. 24. 29. Aug. 20. 24. 28. Sep. 1. 7. 10. 14. 17. 21. 23. 28. 30. Oct. 6. 8. 12.
 During progress of work in shops -- 16. 22. 26. 28. 29. 30. Nov. 5. 9. 10. 16. 19. Dec. 2. 1932
 During erection on board vessel ---
 Total No. of visits 32.

Dates of Examination of principal parts—Cylinders 1. 9. 31. Slides 1. 9. 31. Covers 1. 9. 31.
 Pistons 1. 9. 31. Piston Rods 15. 10. 31. Connecting rods 15. 10. 31.
 Crank shaft 10. 4. 31. Thrust shaft 21. 9. 31. Intermediate shafts 21. 9. 31.
 Tube shaft --- Screw shaft 21. 9. 31. Propeller 21. 9. 31.
 Stern tube 4. 9. 31. Engine and boiler seatings 24. 10. 31. Engines holding down bolts 24. 10. 31.
 Completion of fitting sea connections 24. 10. 31.
 Completion of pumping arrangements 9. 11. 31. Boilers fixed 9. 11. 31. Engines tried under steam 22. 3. 32.
 Main boiler safety valves adjusted 10. 11. 31. Thickness of adjusting washers 3/8" - 3/8" - 2/8" - 3/8" Super 5/16" - 5/16"
 Crank shaft material S Identification Marks 5. 2. 5. 10. 7. 31 Thrust shaft material S Identification Mark 21. 9. 31
 Intermediate shafts, material S Identification Marks 21. 9. 31 Tube shaft, material - Identification Mark -
 Screw shaft, material S Identification Mark 21. 9. 31 Steam Pipes, material S Test pressure 600 lbs Date of Test 22. 10. 31
 Is an installation fitted for burning oil fuel 70 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 70 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The Machinery has been built under special survey in accordance with the approved plans, the Rules of the Society & have been securely fitted on board the vessel, tried under full working condition & found satisfactory.
 The workmanship & materials are of good quality throughout.
 The Machinery of this vessel is eligible, in my opinion, to have record of survey F.L.M.E. 3, 32 + S. S. C.L.
 Note.

This vessel has not been placed under the management of Messrs Westcott Lawrence & Co., Ltd., London.

Newcastle-on-Tyne

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

The amount of Entry Fee ... £ 4 : - : : When applied for,
 Special ... £ 68 : 16 : : 29 MAR 1932
 Donkey Boiler Fee ... £ : : : :
 Travelling Expenses (if any) £ : : : : 1. 10. 32

Wm. A. Baynes
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 1 APR 1932

Assigned + L.M.C. 3.32
 C.L. F.D.

