

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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

Date of writing Report 10 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 & Co Yard No. 1414 Tons Gross 1932
 Engines made at Walker By whom made Swan Hunter, W R'Son & Co Engine No. 1414 when made 1932
 Boilers made at Walker By whom made Swan Hunter, W R'Son & Co Boiler No. 1414 when made 1932
 Registered Horse Power Owners Swan Hunter, Wigham R'Son & Co Port belonging to Newcastle
 Nom. Horse Power as per Rule 292 Is Refrigerating Machinery fitted for cargo purposes Yes 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" 34" 5.6" Length of Stroke 39" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 11.18" Crank pin dia. 11.25" Mid. length breadth 16.75" Thickness parallel to axis 4"
 as fitted 11.25" Crank webs Mid. length thickness 4" Thickness around eye-hole 3"
 Intermediate Shafts, diameter as per Rule 10.64" Thrust shaft, diameter at collars as per Rule 11.18"
 as fitted 10.16" as fitted 11.25"
 Tube Shafts, diameter as per Rule 11.46" Is the screw shaft fitted with a continuous liner Yes
 as fitted 12.25" as fitted 12.25"
 Bronze Liners, thickness in way of bushes as per Rule 21/32" Thickness between bushes as per Rule 11/16" Is the after end of the liner made watertight in the
 as fitted 11/16" as fitted 5/8" propeller boss Yes If the liner is in more than one length are the junctions 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 Length of Bearing in Stern Bush next to and supporting propeller 4-0-3" Total Developed Surface 58 sq. feet
 Propeller, dia. 13-8" Pitch 14-3" No. of Blades 4 Material M.B. whether Movable Yes
 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" 6-18" Pumps connected to the Main Bilge Line No. and size 1 Ballast pump 4-8 1/2" 18"
 How driven Steam How driven
 Ballast Pumps, No. and size 1-4-8-19" 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 1-2 1/2" E.R. Port. 1-2 1/2" E.R. Starboard 1-2 1/2" E.R. Waist 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 Boiler
 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 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
 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
Safe 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. sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded?
 PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 Superheaters General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements
 SPARE GEAR. State the articles supplied:— as per Society 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.
 16. 22. 26. 28. 29. 30. Nov. 5. 9. 10. 16. 19. Dec. 2. 1932
 Mar. 22.
 During progress of work in shops --
 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 $3/8$ - $3/8$ - $3/8$ - $3/8$ Super $5/16$ - $5/16$
 Crank shaft material S Identification Marks 5. 6. 7. 8. 10. 7. 31 Thrust shaft material S Identification Mark 22. 9. 31
 Intermediate shafts, material S Identification Marks 5. 6. 7. 8. 10. 7. 31 Tube shaft, material — Identification Mark —
 Screw shaft, material S Identification Mark 5. 6. 7. 8. 10. 7. 31 Steam Pipes, material S. Test pressure 6000 lb. 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. & C.L.

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

Newcastle-on-Tyne

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

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.



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