

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report *July 6* 19*28* When handed in at Local Office *12 JULY 1928* Port of *LIVERPOOL*

No. in Survey held at *Birkenhead* Date, First Survey *Sept. 16th/27*. Last Survey *July 2nd 1928*
Reg. Book. (Number of Visits *107*.)

3035 on the *S. S. 'Tactician'* Tons *5887* Gross
3683 Net

Built at *Birkenhead* By whom built *Cammell Laird & Co* Yard No. *935* When built *1928*

Engines made at *D^o* By whom made *Cammell Laird & Co* Engine No. *935* when made *1928*

Boilers made at *D^o* By whom made *Cammell Laird & Co* Boiler No. *935* when made *1928*

Registered Horse Power *524* Owners *Charente S. S. Co Ltd* Port belonging to *Liverpool*

Nom. Horse Power as per Rule *524* Is Refrigerating Machinery fitted for cargo purposes *No* Is Electric Light fitted *Yes*

Trade for which Vessel is intended

Engines, &c.—Description of Engines *Triple Expansion - Reciprocating* Revs. per minute *80*
 Dia. of Cylinders *27.46" 77"* Length of Stroke *54"* No. of Cylinders *Three* No. of Cranks *Three*
 Crank shaft, dia. of journals *as per Rule 15.288"* Crank pin dia. *15.98"* Crank webs *Mid. length breadth 23"* Thickness parallel to axis *9 7/8"*
as fitted 15 3/8" Mid. length thickness *9 7/8"* Thickness around eye-hole *7.1875"*
 Intermediate Shafts, diameter *as per Rule 14.56"* Thrust shaft, diameter at collars *as per Rule 15.288"*
as fitted 14.98" *as fitted 15.98"*
 Tube Shafts, diameter *as per Rule* Screw Shaft, diameter *as per Rule* Is the *{ screw }* shaft fitted with a continuous liner *{ yes }*
as fitted *as fitted*
 Bronze Liners, thickness in way of bushes *as per Rule .79* Thickness between bushes *as per Rule .59* Is the after end of the liner made watertight in the
as fitted 7/8" *as fitted 13/16"* 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 *one length*
 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 *tight*
 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 *no* Length of Bearing in Stern Bush next to and supporting propeller *6.2"*
 Propeller, dia. *18.6"* Pitch *18.6"* No. of Blades *4* Material *Bronze* whether Moveable *yes* Total Developed Surface *110* sq. feet
 Feed Pumps worked from the Main Engines, No. *2* Diameter *4 1/2"* Stroke *24"* Can one be overhauled while the other is at work *yes*
 Bilge Pumps worked from the Main Engines, No. *2* Diameter *4 3/4"* Stroke *24"* Can one be overhauled while the other is at work *yes*
 Feed Pumps { No. and size *Two duplex 10 1/2" x 8" x 24"* Pumps connected to the { No. and size *one duplex 8" x 12" x 12", one duplex 10 1/2" x 13" x 24"*
 How driven *Steam driven* Main Bilge Line { How driven *Steam driven*
 Ballast Pumps, No. and size *one 10 1/2" x 13" x 24" - one 8" centrifugal* Lubricating Oil Pumps, including Spare Pump, No. and size *none*
 Are two independent means arranged for circulating water through the Oil Cooler *none* Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room *4 - 3 1/2" dia' Dannel well 3"*
 In Holds, &c. *1 Hold 20 3/2" dia' 1 Hold 20 3/2" 1 Hold 20 3/2" 1 Hold 20 3/2" dia' 1 Hold 20 3/2" 1 Hold 20 3/2"*
1 Hold well suction 3 1/2" dia'

Main Water Circulating Pump Direct Bilge Suctions, No. and size		Independent Power Pump Direct Suctions to the Engine Room Bilges,	
No. and size <i>one - 5' dia</i>	Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes <i>Yls.</i>		
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	<i>Yls.</i>	Are they fitted with Valves or Cocks <i>both</i>	<i>Yls.</i>
Are all Sea Connections fitted direct on the skin of the ship <i>Yls.</i>	Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates <i>Yls.</i>	Are the Overboard Discharges above or below the deep water line <i>above</i>	
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel <i>Yls.</i>	Are the Blow Off Cocks fitted with a spigot and brass covering plate <i>Yls.</i>		
What Pipes are carried through the bunkers <i>None</i>	How are they protected <i>✓</i>		
What pipes pass through the deep tanks <i>None</i>	Have they been tested as per Rule <i>✓</i>		
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times <i>Yls.</i>			
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 <i>Yls.</i>	Is the Shaft Tunnel watertight <i>Yls.</i>	Is it fitted with a watertight door <i>Yls.</i>	worked from <i>E. R. grating</i>

MAIN BOILERS, &c.—(Letter for record *✓*) Total Heating Surface of Boilers *8208* \square
 Is Forced Draft fitted *no* No. and Description of Boilers *Two D. E. return tube 2DB* Working Pressure *210 lb* \square
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? *yes*
 IS A DONKEY BOILER FITTED? *yes* ✓ If so, is a report now forwarded? *yes*

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
(If not state date of approval)
Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:— one propeller shaft complete; sets of coupling bolts; Emergency coupling complete; one propeller boss (C.S.); one bronze & 3 C.S. blades; 2 pairs b.p. & 1 pair b.p. & 1 pair b.p. & 1 pair b.p. with bolts & nuts for same; sets of feed & bilge pump valves; sets of piston packing complete for each cylinder; two main bearing bolts & nuts; one air pump rod complete; air pump lead valve seating complete; metallic packing for H.V. & P. piston rods; for one valve spindle; other items as detailed in attached list.

The foregoing is a correct description,
CAMMELL LAIRD AND COMPANY LIMITED,

W. H. Hines
ENGINEERING MANAGER

Manufacturer.

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Lloyd's Register
Foundation

002653-002658-002659

1927. Sept 16. 20. 30. Oct 3. 7. 10. 14. 18. 20. 24. 27. 29. 31. Nov 7. 9. 10. 16. 18. 21. 22. 23. 25. 28. 29. Dec 2. 9. 10. 16. 19. 20. 21. 29.
 During progress of work in shops - - -
 1928. Jan 3. 9. 11. 16. 19. 20. 23. 25. 30. 31. Feb 1. 6. 11. 17. 20. 22. Mar 5. 8. 14. 15. 19. 20. 21. 23. 26. 27. 28. 29. 30. Apr 4. 5. 10. 11. 12. 14. 16. 17. 18. 20.
 During erection on board vessel - - -
 24. 26. 27. 30. May 1. 2. 8. 9. 11. 15. 16. 17. 18. 21. 22. 24. 30. 31. June 6. 8. 14. 15. 18. 19. 20. 21. 25. 26. 28. July 2.
 Total No. of visits 101.

Dates of Examination of principal parts—Cylinders 16/4/28 24/4/28 9/5/28 Slides 30/1/28 Covers 16/4/28
 Pistons 1/9/28 Piston Rods 15/3/28 Connecting rods 15/3/28
 Crank shaft 16/4/28 Thrust shaft 16/4/28 Intermediate shafts 16/4/28
 Tube shaft 16/4/28 Screw shaft 16/4/28 Propeller 18/6/28
 Stern tube 15/5/28 Engine and boiler seatings 14/6/28 Engines holding down bolts 21/6/28
 Completion of pumping arrangements 28/6/28 Boilers fixed 6/6/28 Engines tried under steam 21/7/28.
 Main boiler safety valves adjusted 26/6/28 Thickness of adjusting washers Pte. P 3/8 8 3/32 Stab. both 1 1/2".
 Crank shaft material Mild steel Identification Mark 11765 12783 Thrust shaft material steel Identification Mark 12783
 Intermediate shafts, material steel Identification Marks 12787 9089 96 Tube shaft, material steel Identification Mark 12783
 Screw shaft, material steel Identification Mark 12792 Steam Pipes, material Iron Test pressure 630 lb/sq. in. Date of Test 4/6/28
 Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. 18/6/28
 Have the requirements of the Rules for carrying and burning oil fuel been complied with ✓
 Is this machinery duplicate of a previous case Yes If so, state name of vessel s.s. 'Logician'

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

This Machinery has been constructed under special Survey and is in accordance with the approved plans and the Rules.
 On completion it was examined under full working conditions during sea trial and found satisfactory, and is now eligible in my opinion for re-entry + LMC 7.28 in Register book.

It is submitted that this vessel is eligible for THE RECORD. + LMC 7.28 CL.

J.S.M. 18/7/28.

J.R.R.

The amount of Entry Fee ... £ 6. 0. 0
 Special ... £ 107. 4. 0
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for 12 JULY 1928
 When received, 3. 8. 28

J.S. Milton & W.S. Shields
 Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 13 JULY 1928

Assigned + LMC 7.28.
 Elec: Light

