

REPORT ON OIL ENGINE MACHINERY.

No. 48326

Received at London Office

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of writing Report 25 Aug 28 When handed in at Local Office 25. 8. 1928 Port of Glasgow
in Survey held at Glasgow Date, First Survey 15. 2. 27 Last Survey 21. 8. 1928
Book. Number of Visits 132

Single
on the Twin
Triple
Quadruple
Screw vessel

KARAMEA

Tons { Gross 8281.
Net 5052

uilt at Glasgow By whom built The Fairfield S.B.E.C. Ltd No. 626 When built 1918.8.
Engines made at Glasgow By whom made The Fairfield S.B.E.C. Ltd Engine No. 626 When made 1918.
Monkey Boilers made at Annan By whom made Cochran & Co. (Annan) Ltd. Boiler No. 10514 When made 1918.
Horse Power 7450. Owners Shaw Smith & Atkin & Co. Ltd Port belonging to Southampton.
Horse Power as per Rule 2020 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes.
de for which vessel is intended United Kingdom / New Zealand.

ENGINES, &c.—Type of Engines Fairfield Sulzer 2 or 4 stroke cycle 2 Single or double acting Single
Maximum pressure in cylinders 600 lb Diameter of cylinders 31 Length of stroke 43 No. of cylinders 6 No. of cranks 6
of bearings, adjacent to the Crank, measured from inner edge to inner edge 41 1/4 Is there a bearing between each crank Yes
Revolutions per minute 112 Flywheel dia. 7'-3" Weight 5 Tons Means of ignition Compression Kind of fuel used Diesel oil
Crank Shaft, dia. of journals as per Rule 19.4 Crank pin dia. 20 1/2 Crank Webs Mid. length breadth 34 3/4 Thickness parallel to axis 12 3/4
as fitted 20 1/2 Mid. length thickness 12 3/4 shrunk Thickness around eyehole 9 1/4
Flywheel Shaft, diameter as per Rule 19.4 Intermediate Shafts, diameter as per Rule 14.8 Thrust Shaft, diameter at collars as per Rule 15.524
as fitted 20 1/2 as fitted 15 1/4 as fitted 16 1/4 as fitted 16 1/4
Propeller Shaft, diameter as per Rule 16.1 Is the shaft fitted with a continuous liner Yes
as fitted 17 1/4 as fitted 17 1/4 as per rule 19.32
Bronze Liners, thickness in way of bushes as per Rule 7/8 Thickness between bushes as fitted 27/32 Is the after end of the liner made watertight in the
seller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner No joints
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
two liners are fitted, is the shaft tapered or protected between the liners Is an approved Oil Gland or other appliance fitted at the after
of the tube shaft No Length of Bearing in Stern Bush next to and supporting propeller 74
Propeller, dia. 15'-9" Pitch 15'-3" No. of blades 4 Material Bronze whether Moveable Yes Total Developed Surface 85.9 sq. feet
Method of reversing Engines Cam Is a governor or other arrangement fitted to prevent racing of the engine when detached Yes Means of lubrication
Thickness of cylinder liners 2 1/4 / 1 1/8 Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
conducting material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine
Boiling Water Pumps, No. Three Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
Large Pumps worked from the Main Engines, No. None Diameter — Stroke — Can one be overhauled while the other is at work —
Pumps connected to the Main Bilge Line { No. and Size Three: 110, 110, 200. Turn for hours capacity.
How driven Electric Motors.
Ballast Pumps, No. and size One: 200. Turn for hours Lubricating Oil Pumps, including Spare Pump, No. and size Three, 35 T.P.H. each
two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
Pumps, No. and size: In Machinery Spaces Eng. Room 4-3 1/2" For Coffin Room 3-2" After Cabin 1-2" Tunnel Well 1-3"
Holds, &c. No. 1: 2-3 1/2" No. 2: 2-3 1/2" No. 3: 2-3 1/2" No. 4: 2-3 1/2" No. 5: 2-3 1/2" No. 6: 1-3 1/2" No. 7: 2-3 1/2" No. 8: 2-3 1/2" No. 9: 2-3 1/2" No. 10: 2-3 1/2" No. 11: 2-3 1/2" No. 12: 2-3 1/2" No. 13: 2-3 1/2" No. 14: 2-3 1/2" No. 15: 2-3 1/2" No. 16: 2-3 1/2" No. 17: 2-3 1/2" No. 18: 2-3 1/2" No. 19: 2-3 1/2" No. 20: 2-3 1/2" No. 21: 2-3 1/2" No. 22: 2-3 1/2" No. 23: 2-3 1/2" No. 24: 2-3 1/2" No. 25: 2-3 1/2" No. 26: 2-3 1/2" No. 27: 2-3 1/2" No. 28: 2-3 1/2" No. 29: 2-3 1/2" No. 30: 2-3 1/2" No. 31: 2-3 1/2" No. 32: 2-3 1/2" No. 33: 2-3 1/2" No. 34: 2-3 1/2" No. 35: 2-3 1/2" No. 36: 2-3 1/2" No. 37: 2-3 1/2" No. 38: 2-3 1/2" No. 39: 2-3 1/2" No. 40: 2-3 1/2" No. 41: 2-3 1/2" No. 42: 2-3 1/2" No. 43: 2-3 1/2" No. 44: 2-3 1/2" No. 45: 2-3 1/2" No. 46: 2-3 1/2" No. 47: 2-3 1/2" No. 48: 2-3 1/2" No. 49: 2-3 1/2" No. 50: 2-3 1/2" No. 51: 2-3 1/2" No. 52: 2-3 1/2" No. 53: 2-3 1/2" No. 54: 2-3 1/2" No. 55: 2-3 1/2" No. 56: 2-3 1/2" No. 57: 2-3 1/2" No. 58: 2-3 1/2" No. 59: 2-3 1/2" No. 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IS A DONKEY BOILER FITTED? *Yes* If so, is a report now forwarded? *Yes, Glasgow 4791pt.*
PLANS. Are approved plans forwarded herewith for Shaping *40. 22. 2. 1927* Receivers *Yes* Separate Tanks *Yes*
(If not, state date of approval) *2m.* General Pumping Arrangements *Yes* Oil Fuel ~~P~~ Arrangements *Yes.*
Donkey Boilers *Yes*
SPARE GEAR *In accordance with the requirements of the Society's Rules*

The foregoing is a correct description,
for THE FAIRFIELD SHIPBUILDING
AND ENGINEERING CO., LTD.

Manufacturer.

Dates of Survey while building
During progress of work in shops - 1927 Feb. 15 Mar. 2. 7. 11. 15. 18. 29 Apr. 5. 11. 14. 20. 22. 27 May 2. 5. 12. 18. 24 Jun. 1. 8. 13. 22. 27. 30 July 4.
During erection on board vessel - Aug. 2. 4. 8. 11. 16 Sep. 7 Oct. 15. 24. 28. 31 Nov. 4. 9. 21. 23. 30 Dec. 7. 21. 23. 24. 29 (1928) Jan. 12. 13. 17. 20. 23. 31
Total No. of visits 132 - 10. 11. 13. 17. 19. 24. 26. 25. 27. 30 May 2. 3. 7. 9. 11. 14. 21. 24. 31 Jun. 4. 6. 12. 13. 14. 18. 20. 28 July 3. 10. 31 Aug. 8. 15. 16

Dates of Examination of principal parts - Cylinders 22. 3. 28 Covers 28. 6. 28 Pistons 13. 4. 28 Rods 13. 4. 28 Connecting rods 13. 4. 28

Crank shafts 31. 10. 27 Flywheel shafts 31. 10. 27 Thrust shafts 31. 10. 27 Intermediate shafts 15. 2. 28 Tube shaft 15. 2. 28

Screw shafts 15. 2. 28 Propellers 17. 4. 28 Stern tubes 17. 4. 28 Engine seatings 15. 3. 28 Engines holding down bolts 14. 6. 28

Completion of fitting sea connections 26. 4. 28 Completion of pumping arrangements 21. 8. 28 Engines tried under working conditions 21. 8. 28

Crank shafts Material S. 17. 5. Identification Mark 626. W. L. Flywheel shafts Material S. 17. 5. Identification Mark 89. 100.

Thrust shafts Material S. 17. 5. Identification Mark 89. 100. E. Intermediate shafts, Material S. 17. 5. Identification Mark 89. 100. E.

Tube shaft, Material Identification Mark Screw shafts Material S. 17. 5. Identification Mark 88K. 146

Is the flash point of the oil to be used over 150° F. *Yes*

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *Yes*

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 *Yes*

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *TARANAKI*

General Remarks (State quality of workmanship, opinions as to class, etc.) *This machinery has been constructed under special survey in accordance with the Society's Rules and approved plans. The materials and workmanship employed in its manufacture are sound and good, it has been fitted to work the vessel in a satisfactory manner and proved satisfactory under working conditions. The vessel is eligible, in my opinion, to have raised + L 7 C 8*

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