

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JUL 28 1937

Date of writing Report

19

When handed in at Local Office

28/7/1937 Port of

NEWCASTLE-ON-TYNE

No. in Survey held at  
Reg. Book.

Date, First Survey

3<sup>rd</sup> Nov/36

Last Survey

21<sup>st</sup> July

1937

on the

Twin Screw Steamer "MISOA"

(Number of Visits

77)

Tons

Gross

4890

Net

2432

Built at

Middlesbrough

By whom built

Furness S. B. Co. Ltd.

Yard No.

267

When built

1937

Engines made at

Wallend

By whom made

North Eastern Marine Eng Co

Engine No.

2871

When made

1937

Boilers made at

Wallend

By whom made

North Eastern Marine Eng Co

Boiler No.

2871

When made

1937

Registered Horse Power

Owners

Sago Shipping Co

Port belonging to

London

Nom. Horse Power as per Rule

551

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

## ENGINES, &amp;c.—Description of Engines

Twin Screw Triple Expansion

Revs. per minute

132

Dia. of Cylinders

16 1/2" x 28 1/2" x 48"

Length of Stroke

36"

No. of Cylinders

3 each

No. of Cranks

3 each

Crank shaft, dia. of journals

as per Rule

9.7

as fitted

10 1/8"

Crank pin dia.

10 1/8"

Crank webs

Mid. length breadth

17 1/2"

shrink

Thickness parallel to axis

6 1/4"

Mid. length thickness

6 1/4"

Thickness around eye-hole

JOURNAL 5 1/2" PN 5 1/8"

Intermediate Shafts, diameter

as per Rule

9.3"

as fitted

10 3/4"

Thrust shaft, diameter at collars

as per Rule

9.7"

as fitted

10 3/4"

Tube Shafts, diameter

as per Rule

—

as fitted

—

Screw Shaft, diameter

as per Rule

10.2"

as fitted

10 3/4"

Is the

tube

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

20/32"

as fitted

5/8"

Thickness between bushes

as per Rule

15/32"

as fitted

17/32"

Is the after end of the liner made watertight in the

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

If two liners are fitted, is the shaft lapped or protected between the liners

shaft

No

If so, state type

—

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

Propeller, dia.

11'-0"

Pitch

11'-9"

No. of Blades

4

Material

Bronze

whether Moveable

No

Total Developed Surface

52

sq. feet

Feed Pumps worked from the Main Engines, No.

NONE

Diameter

—

Stroke

—

Can one be overhauled while the other is at work

—

Bilge Pumps worked from the Main Engines, No.

NONE

Diameter

—

Stroke

—

Can one be overhauled while the other is at work

—

Feed Pumps

No. and size 2-300"m x 210"m x 600"m

How driven

Steam

Pumps connected to the

No. and size 2-180"m x 210"m x 350"m

How driven

Steam

Ballast Pumps, No. and size 1-320"m x 220"m x 450"m

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@3": Boiler Room 2@3": 2 in Cofferdam 2": 2 in oil wells 2"

In Pump Room

After Pump Room 1@3": Forward Pump Room 1@3"

In Holds, &amp;c.

Fore Hold 2@2": Cham. lockers 1@2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size

2@8"

No. and size

1@4 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 stokehold plates

Yes

Are the Overboard Discharges above or below the deep water line

above

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

No

TUNNEL

Is it fitted with a watertight door

Yes

worked from

Yes

## MAIN BOILERS, &amp;c.—(Letter for record

S)

Total Heating Surface of Boilers

8870

Is Forced Draft fitted

Yes

No. and Description of Boilers

Two S.E. Multitubular

Working Pressure

225 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

No

— see below

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Yes

Is the donkey boiler intended to be used for domestic purposes only

Yes

## PLANS.

Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

Superheaters

(If not state date of approval)

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

Approved plans forwarded with Report No.

25173.

SPARE GEAR.

on sister vessel T.S.S. "BACHAQUERO"

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

1-1/3 part crank shaft. 2 Bronze propellers. 1 propeller shaft.

2 piston rods: 1 set each of piston rings for H.P. &amp; L.P.: 2 sets of connecting rod top end braces:

2 sets of crank pin braces: 1-H.P. &amp; 1-L.P. Valve spindle: 100 Condenser tubes: 48 Boiler tubes.

The foregoing is a correct description,

In

THE NORTH EASTERN MARINE ENGINEERING CO. LTD.

John Neill

Manufacturer.



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Lloyd's Register  
Foundation

003549-003555-0188



1936  
Nov. 3. 12. 20. Dec. 1. 3. 8. 10. 16. 22. 28  
1937  
Jan. 7. 12. 15. 20. 25. 26. Feb. 2. 8. 9. 10. 15. 17. 19. 22. 23.  
24. 25. Mar. 1. 3. 8. 9. 11. 12. 17. 18. 22. 24. 25. Apr. 1. 2. 5. 6. 7. 8. 12. 13. 14. 19. 21. 22. 27. May 19. 19. 24.  
25. 27. 28. 31. June 2. 3. 15. 28. 29. July 2. 5. 6. 7. 8. 12. 13. 14. 15. 16. 19. 21.  
Total No. of visits 77.

Dates of Examination of principal parts—Cylinders 3-2-37 Slides 16-2-37 Covers 3-2-37  
Pistons 9-1-37 Piston Rods 26-1-37 Connecting rods 8-2-37  
Crank shaft 22-2-37 STAR 1-3-37 PORT Thrust shaft 7-12-36 Intermediate shafts 18-5-37  
Tube shaft — Screw shaft STAR 21-4-37 PORT 5-4-37 Propeller 4-3-37  
Stern tube 31-5-37 Engine and boiler seatings 29-6-37 Engines holding down bolts 7-7-37  
Completion of fitting sea connections 21-7-37  
Completion of pumping arrangements 16-7-37 Boilers fixed 7-3-7 Engines tried under steam 16-7-37  
Main boiler safety valves adjusted 16-7-37 Thickness of adjusting washers PORT. P.V.  $\frac{13}{32}$  S.V.  $\frac{3}{8}$ ; STARBOARD P.V.  $\frac{13}{32}$  S.V.  $\frac{3}{8}$ "  
Crank shaft material Steel Identification Mark 22-3-37; 1-3-37 Thrust shaft material Steel Identification Mark 28-7-37; 12-8-37  
Intermediate shafts, material Steel Identification Mark S-9251 - LLOYDS, JES. - P 9262 Tube shaft, material — Identification Mark —  
Screw shaft, material Steel Identification Mark 28-4-37; 5-4-37 Steam Pipes, material Steel S.D. Test pressure 675 lbs Date of Test 12-7-37  
Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes  
Have the requirements of the Rules for the use of oil as fuel been complied with Yes  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo oil tanker If so, have the requirements of the Rules been complied with Yes  
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with Not required  
Is this machinery duplicate of a previous case Yes If so, state name of vessel "BACHAQUERO" N/CLE RPT 95173

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been constructed under Special Survey in accordance with the Rules and approved plans. The materials and workmanship are good. It has been fitted on board in an efficient manner, tried under working conditions and found satisfactory, and is eligible in our opinion to be classed with record of  $\frac{1}{2}$  L.M.C. 7-37: T.S. CL: F.D.: Fitted for oil fuel 7-37. Flash point above 150°F.

The amount of Entry Fee ... £ 6 : 0 : When applied for,  
Special ... £ 102 : 11 : 28 JUL 1937  
Donkey Boiler Fee ... £ : : When received,  
Travelling Expenses (if any) £ : : 31.7 37 5/8

J. Selles & W. Nicholson  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 6 AUG 1937

Assigned

+ due 7.37  
Fixed for air fine 7.37

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