

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report

19

When handed in at Local Office

6 DEC. 1927

Port of

Sunderland.

No. in Survey held at
Reg. Book.

Date, First Survey

25 Oct 26

Last Survey

5 Dec 1927

(Number of Visits)

84

on the

S. S. "MASIMPUR"

Built at

Sunderland

By whom built

L. J. James & Sons Ltd

Yard No.

698

Engines made at

Sunderland

By whom made

George Clark Ltd

Engine No.

When built

1927

Boilers made at

do

By whom made

do

Boiler No.

1147 & 1147A

when made

1927

Registered Horse Power

Owners

Burnish Oil Co Ltd

Port belonging to

Sunderland.

Nom. Horse Power as per Rule

658

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Carrying oil in bulk

ENGINES, &c.—Description of Engines

Triple expansion

Revs. per minute

70

Dia. of Cylinders

27 1/2 - 46 1/2 - 79

Length of Stroke

54

No. of Cylinders

Three

No. of Cranks

Three

Crank shaft, dia. of journals

as per Rule 15.24

Crank pin dia.

15 3/4

Crank webs

Mid. length breadth

24 1/2

Thickness parallel to axis

10 1/2

Intermediate Shafts, diameter

as per Rule 14.515

as fitted

14 1/8

Thrust shaft, diameter at collars

as per Rule 15.24

as fitted

15 3/4

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule 16.07

as fitted

16 1/8

Is the

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 26.3/32

Thickness between bushes

as per Rule

Is the after end of the liner made watertight in the

propeller boss

Yes

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

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

No

Length of Bearing in Stern Bush next to and supporting propeller

5' 8 3/4

Propeller, dia.

18' 9"

Pitch

18' 0"

No. of Blades

4

Material

whether Moveable

Yes

Total Developed Surface

110

sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

4 1/2"

Stroke

26"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

4 1/2"

Stroke

26"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

1 pair 10 1/2" x 8" x 2 1/8"

Pumps connected to the

Main Bilge Line

No. and size

One 9" x 10" x 10"

One 6" x 6" x 6"

How driven

STEAM

How driven

STEAM

Ballast Pumps, No. and size

ONE 9" x 10" x 10"

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

3 @ 3 1/2" x 12 1/2"

In Holds, &c.

1 @ 4" x 12 1/2", 2 @ 2 1/2" x 12 1/2", 1 @ 2 1/2" x 12 1/2" Pump room, 1, 3 ejector aft collection

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

1 @ 10"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1 @ 5"

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

-

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

-

Is it fitted with a watertight door

-

worked from

MAIN BOILERS, &c.—(Letter for record)

S

Total Heating Surface of Boilers

1781-1 do

7722-3 main 78503 TOTAL

Is Forced Draft fitted

Yes

No. and Description of Boilers

3 main 1 Ann Smith S.E.

Working Pressure

200 lbs

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

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

-

Superheaters

-

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR. State the articles supplied:—

2 connecting Rod top end, 2 connecting Rod bottom end
bolts & nuts 4 main bearing, 1 set of coupling bolts, 1 set feed & bilge pump
valves, 1 set rings & springs for each piston, 1 quantity of assorted bolts & nuts
of iron of various sizes, 2 spare Propeller blades, 1 set of feed & bilge pump
shaft complete, 1 eccentric sheave & shaft, 1 slide valve spindle 24 joints
ring bolts, 1 set rings 44 piston valve, 1 set of pads for thrust, 1 pair eccentric
rod braces, 40 main & 12 which condenser tubes, 100 & 24 feedwater 36 plain &
9 flap boiler tubes, 12 plain & 6 patent tube stoppers, 1 air pump rod, 1 air pump
impeller & shaft 4 main & 2 aux, check valve bits, 1 pair valve springs, 1 set for aux
1 main feed, ballast, General Service, oil fuel transfer pumps, 2 safety valve
springs for aux boiler & 2 for main, Metallic packing for each piston & valve and set

The foregoing is a correct description.

FOR GEORGE CLARK LIMITED

W. S. B. M. M.

Manufacturer.



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Lloyd's Register
Foundation

004662-004667-0081

1926. Oct. 25. Dec. 13. 17. 20. 27. Jan. 5. 12. 18. 27. 28. 31. Feb. 2. 4. 7. 10. 15. 17. 25. Mar. 2. 3. 4. 7. 9. 10. 11. 14. 17. 21. 22. 23. 24. 25. 28. 29. 30. 31. Apr. 1. 8. 11. 13. 21. 22. 30. May 11. 18. 25. 31. June 1. 9. 24. 28. 29. July 22. 28. Aug. 9. 12. 25. 30. Sep. 1. 6. 12. 19. 20. 26. 29. 30. Oct. 3. 5. 7. 8. 11. 21. 25. 26. 27. 28. 29. 31. Nov. 3. 11. 17. 18. Dec. 5

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 84

Dates of Examination of principal parts—Cylinders 11/3/27 Slides 2/3/27 Covers 21/3/27

Pistons 4/2/27 Piston Rods 2/3/27 Connecting rods 23/3/27

Crank shaft 11/4/27 Thrust shaft 11/4/27 Intermediate shafts 24/3/27

Tube shaft 30/3/27 11/4/27 Propeller 21/4/27

Stern tube 21/4/27 Engine and boiler seatings 29/9/27 Engines holding down bolts 17/11/27

Completion of fitting sea connections 20/9/27

Completion of pumping arrangements 11/11/27 Boilers fixed 11/10/27 Engines tried under steam 11/11/27

Main boiler safety valves adjusted 11/11/27 Thickness of adjusting washers 11/10/27

Crank shaft material I STEEL Identification Mark 7657 Thrust shaft material I STEEL Identification Mark 7659

Intermediate shafts, material I STEEL Identification Marks 589. Tube shaft, material Identification Mark

Screw shaft, material I STEEL Identification Mark 7660 (WINDING) Steam Pipes, material L.W. STEEL Test pressure 600 LBS Date of Test 30/9/27

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 carrying and burning oil fuel been complied with YES.

Is this machinery duplicate of a previous case No If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. The engines & boilers of this vessel have been built under Special Survey & the materials & workmanship are good. On completion they were tried under a full head of steam with satisfactory results. The machinery is now in a good & efficient condition & eligible in my opinion to have the notation LMC-12-27 T.S.C.L. Fitted for burning oil fuel F.P. above 150°F The Section 35 of the Rules being fully complied with.

It is submitted that this vessel is eligible for THE RECORD. + LMC 12. 27. FD. CL. Fitted for oil fuel 12. 27 FP above 150°F.

The amount of Entry Fee ... £ 6-0-0 When applied for, 2nd Dec 1927

Special ... £ 107-18-0

Donkey Boiler Fee ... £ : : When received, 7. 12. 27

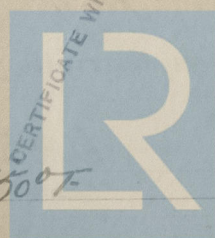
Travelling Expenses (if any) £ : : 6/6

Committee's Minute

TUES. 13 DEC 1927

Assigned

+ LMC 12. 27 F.D. CL. Fitted for Oil Fuel 12. 27 F.P. above 150°F



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