

# 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

Date, First Survey 25<sup>th</sup> Oct 26

Last Survey 5<sup>th</sup> Decr 1927

Reg. Book.

(Number of Visits 84)

on the S. S. "MASIMPUR"

Tons Gross 5586

Net 3201

Built at Sunderland

By whom built

Lee James Lamb & Co Ltd

Yard No. 698

When built 1927

Engines made at Sunderland

By whom made

George Rank Ltd

Engine No. 1147

when made 1927

Boilers made at do

By whom made

do

Boiler No. 1147 & 1147A

when made 1927

Registered Horse Power

Owners Burmah 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

as fitted 15 3/4

Crank pin dia. 15 3/4

Crank webs

Mid. length breadth 24 1/2

Mid. length thickness 10 1/2

shrunk

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 16.07

as fitted 16 5/8

Screw Shaft, diameter

as per Rule 16.07

as fitted 16 5/8

Is the tube shaft fitted with a continuous liner Yes

Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes

as per Rule 26.3/32

as fitted 1/8

Thickness between bushes

as per Rule 26.3/32

as fitted 1/8

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 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 Yes

Propeller, dia. 18-9 Pitch 18-0 No. of Blades 4 Material Cast Iron 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 & 1 pair 7 x 5 x 1 1/2) How driven STEAM 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

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" & 1 @ 5"

In Holds, &c. 1 @ 4" collar, 2 @ 2 1/2" flat, 1 @ 2 1/2" Pump room, 1, 3" ejector aft of collision

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 Yes

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 worked from —

## MAIN BOILERS, &c.

(Letter for record S) Total Heating Surface of Boilers 7722-3 main 785-03 TOTAL 8503

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 Ann ~~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, A quantity of assorted bolts & nuts & iron of various sizes, 2 spare Propeller blades & 2 shaft & nuts Propeller shaft complete, 1 eccentric screw & shaft, 1 slide valve spindle 24 pins ring bolts, 1 set rings HP piston valve, 1 set of pads for thrust, 1 pair eccentric rod braces 40 main & 12 wish condenser tubes 100 & 24 feedwater 36 plain & 9 stay boiler tubes 12 plain & 6 patent tube stopper, 1 air pump rod, 1 air pump impeller & shaft 4 main & 2 ann check valve bits, spare valve springs for Ann & main feed, ballast, General Service, oil fuel transfer pumps, 2 safety valve springs for Ann boiler & 2 for main, Metallic packing for each piston & valve rod & set

The foregoing is a correct description.

FOR GEORGE CLARK LIMITED

W.S. B. MULL

Manufacturer.



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Lloyd's Register Foundation

004662-004667-0081

NOTE: The records which do not apply should be deleted.

Im. 0.26. T.

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 11/5/27 & 22/3/27 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 <sup>line</sup> 24/3/27  
 Tube shaft - Screw 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  
 Crank shaft material I STEEL Identification Mark 7657 Thrust shaft material I STEEL Identification Mark 7659  
~~Intermediate~~ shafts, material I STEEL Identification Marks 589, 7659 (SPARE) 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 & 2/10/27  
 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.

J.W.D.  
12/12/27

*[Signature]*  
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 6-0-0 When applied for,  
 Special ... £ 107-18-0 2nd Dec 1927  
 Donkey Boiler Fee ... £ : : When received,  
 Travelling Expenses (if any) £ : : 7.12.27

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



Certificate to be sent to Sunderland in duplicate

The Surveyors are requested not to write on or below the space for Committee's Minute.