

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 20 MAR 1929

Date of writing Report 23. 2. 1929 When handed in at Local Office 23. 2. 1929 Port of MIDDLESBROUGH.

No. in Survey held at SOUTH BANK ON TEES. Date, First Survey 1st Nov/28 Last Survey 22. 2. 1929. Reg. Book. (Number of Visits)

10571 Sup. on the sc. "HERE"

Tons { Gross 834. Net 407. When built 1929.

Built at South Bank. By whom built Smith, Dock Co Ltd. Yard No. 855

Engines made at do. By whom made do. Engine No. 323. when made 1929.

Boilers made at W. Hartlepool By whom made Richardson, Westgate Boiler No. D.185 when made 1929.

Registered Horse Power Owners Trinidad Leaseholds, Ltd. Port belonging to London.

Nom. Horse Power as per Rule 1077 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Ye.

Trade for which Vessel is intended Carrying Petroleum in Bulk.

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 107.

Dia. of Cylinders 13 1/4" 23" 37" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 7.14" Crank pin dia. 7 1/2" Crank webs Mid. length breadth 11 1/4" Thickness parallel to axis 4 5/8" as fitted 7 1/2" Mid. length thickness 4 5/8" shrunk Thickness around eye-hole 3 3/8"

Intermediate Shafts, diameter as per Rule 6.8" Thrust shaft, diameter at collars as per Rule 7.14" as fitted 7 1/2"

Tube Shafts, diameter as per Rule 7.6" Screw Shaft, diameter as per Rule 8" Is the tube shaft fitted with a continuous liner Ye.

Bronze Liners, thickness in way of bushes as per Rule 3/32" Thickness between bushes as per Rule 1/16" Is the after end of the liner made watertight in the propeller boss Ye.

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Ye.

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 Ye.

If two liners are fitted, is the shaft lapped or protected between the liners Ye Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No

Propeller, dia. 10'-0" Pitch 10'-6" No. of Blades 4 Material Bronze whether Moveable No. Total Developed Surface 38 sq. feet

Feed Pumps worked from the Main Engines, No. 2. Diameter 2 7/8" Stroke 13 1/2" Can one be overhauled while the other is at work Ye

Bilge Pumps worked from the Main Engines, No. 2. Diameter 2 7/8" Stroke 13 1/2" Can one be overhauled while the other is at work Ye.

Feed Pumps No. and size 1-7"x5"x12" Weir Pumps connected to the Main Bilge Line No. and size 1-8"x8"x8" Duplex Ballast

Ballast Pumps, No. and size 1-8"x8"x8" Duplex. Lubricating Oil Pumps, including Spare Pump, No. and size Ye

Are two independent means arranged for circulating water through the Oil Cooler Ye Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 5-2" & 1-2" in oil well. Ye

In Holds, &c. 1-2" in package cargo space P+S; 1-2" in Forehold; 1-2" in Oil Well in Forehold.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-3 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-3"

Are all the Bilge Suction Pipes in holds and forehold fitted with strum-boxes Ye.

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 Ye.

Are all Sea Connections fitted direct on the skin of the ship Ye. 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 Ye. 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 Ye Are the Blow Off Cocks fitted with a spigot and brass covering plate Ye

What Pipes pass through the bunkers none How are they protected Ye

What pipes pass through the deep tanks Ye Have they been tested as per Rule Ye.

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Ye.

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 Ye. Is the Shaft Tunnel watertight none Is it fitted with a watertight door Ye worked from Ye

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 16567.

Is Forced Draft fitted Ye. No. and Description of Boilers I.S.B. Working Pressure 180 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes copy of Hpl Report attached

IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? Ye

PLANS. Are approved plans forwarded herewith for Shafting 20.9.28 Main Boilers Ye Auxiliary Boilers Ye Donkey Boilers Ye

Superheaters Ye General Pumping Arrangements 18.10.28 Oil fuel Burning Piping Arrangements 11.2.29.

SPARE GEAR. State the articles supplied:—

As per Rules + 1 propeller; 1 propeller shaft; 1 piston rod; 1 valve spindle, 1 line block complete; 1 ahead guide shoe; 1 bilge pump ram, 1 complete set pump line brass; 1 main feed check valve; 1 auxiliary feed check valve, 1 main stop valve, 1 auxiliary stop valve, 1 pair top end brass, 1 pair bottom end brass. 1 set H.P. piston ring & spring; 1 set H.P. piston valve ring & spring; 1 box U.S.A. packing complete for each piston rod; 1 box U.S.A. packing for valve spindle; 1 eccentric sheave & strap; 1 air pump bracket with nut complete; 1 set evaporator coils, 1 thrust shoe; 1 set valve guards & studs for air pump; 1 safety valve with spindle & spring; quantity misc rivets bolts, cylinder cover & valve chest cover studs, gland studs, boiler tube, condenser ferrules and packings. 1 set relief valve springs, 2 diaphragms for each side of reducing valve, 1 valve disc for engine stop valve; auxiliary spare as per attached lists.

The foregoing is a correct description. FOR SMITH'S DOCK COMPANY, LTD.

Engine Works Manager.

Manufacturer.



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006797-006808-0132

Dates of Survey while building
 During progress of work in shops --- 1928 Nov. 1. 6. 8. 19. 21. 28 Dec 3. 6. 10. 12
 During erection on board vessel --- 22. 24. 1929 Jan 3. 5. 9. 10. 17. 19. 24. 30 Feb 1. 5. 6. 7. 8. 11. 12. 15. 16. 18. 19. 22
 Total No. of visits 32

Dates of Examination of principal parts—Cylinders 3. 1. 29 Slides 3. 1. 29 Covers 3. 1. 29
 Pistons 12. 12. 28 Piston Rods 12. 12. 28 Connecting rods 12. 12. 28
 Crank shaft 12. 12. 28 Thrust shaft 12. 12. 28 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 12. 12. 28 Propeller 12. 12. 28
 Stern tube 12. 12. 28 Engine and boiler seatings 3. 1. 29 Engines holding down bolts 19. 1. 29
 Completion of fitting sea connections 12. 12. 28
 Completion of pumping arrangements 8. 2. 29 Boilers fixed 17. 1. 29 Engines tried under steam 19. 2. 29
 Main boiler safety valves adjusted 8. 2. 29 Thickness of adjusting washers Port $\frac{11}{32}$ " Star $\frac{3}{8}$ "
 Crank shaft material Steel Identification Mark LLOYDS No 122 23. 10. 28 J.H. Thrust shaft material Steel Identification Mark LLOYDS No 123 23. 10. 28 J.H.
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Steel Identification Mark LLOYDS No 125 23. 10. 28 J.H. Steam Pipes, material Copper. Test pressure 360 lbs. Date of Test 1. 2. 29.
 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 ✓ If so, have the requirements of the Rules been complied with ✓
 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 materials and workmanship are good.
 This machinery has been built under special survey in accordance with the Rules and Approved Plan; it has been securely fitted aboard and tested under working conditions with satisfactory results and is, in my opinion, suitable for classification with record +L.M.C. 2.29.

It is submitted that this vessel is eligible for THE RECORD. +L.M.C. 2.29. C.L. F.D.

Fitted for OIL FUEL. 2.29. F.P. above 150°F

J.P. Kim
 25. 3. 29.

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

The amount of Entry Fee ... £ 3-0-0 When applied for,
 Special ~~les~~ boiler... £ 15-15-0 18. 2. 1929
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 23. 3. 29

Committee's Minute TUE. 26 MAR 1929

Assigned Junc 2.29 C.L. 20

Fitted for oil fuel 2.29 F.P. above 150°F

CERTIFICATE WRITTEN

M. McA...
 Engineer Surveyor to Lloyd's Register of Shipping.

