

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office JUN 25 1937  
NEWCASTLE-ON-TYNE

Date of writing Report 1937 When handed in at Local Office 24/6/37 Port of 37

No. in Survey held at Wallend Date, First Survey 3 Nov 1936 Last Survey 17 June 1937  
Reg. Book. on the Twm screw Steamer "BACHAQUERO" (Number of Visits 74)

Built at Wallend By whom built Furness S. B. Co. Yard No. 266 Tons { Gross 1937 Net 1937  
Engines made at Wallend By whom made North Eastern Marine Eng Co. Ltd. Engine No. 2870 When made 1937  
Boilers made at Wallend By whom made North Eastern Marine Eng Co. Ltd. Boiler No. 2870 When made 1937  
Registered Horse Power 551 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, &c.—Description of Engines Twm screw Triple Expansion Revs. per minute 130  
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 Crank pin dia. 10 1/8" Crank webs Mid. length breadth 17 1/16" Thickness parallel to axis 6 1/2"  
as fitted 10 1/8" Mid. length thickness 6 1/4" shrunk Thickness around eye-holes Journal 5 1/2" Pin 5 1/8"  
Intermediate Shafts, diameter as per Rule 9.3 Thrust shaft, diameter at collars as per Rule 9.7  
as fitted 10 3/4" as fitted 10 3/4"  
Tube Shafts, diameter as per Rule — Screw Shaft, diameter as per Rule 10.2 Is the { screw } shaft fitted with a continuous liner { Yes }  
as fitted — as fitted 10 3/4" as fitted 15 3/8"  
Bronze Liners, thickness in way of bushes as per Rule 5/8" Thickness between bushes as per Rule 1 1/2" 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 — Is an approved Oil Gland or other appliance fitted at the after end of the tube  
shaft No If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 45"  
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 mm x 210 mm x 600 mm Pumps connected to the { No. and size 2 - 180 mm x 210 mm x 350 mm  
How driven Steam Main Bilge Line How driven Steam  
Ballast Pumps, No. and size 1 - 320 mm x 220 mm x 450 mm 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 m. cofferdam 2" Oil wells 2 - @ 2"  
In Pump Room after Pump Room 1 @ 3" Forward Pump Room 1 - @ 3" In Holds, &c. Fore Hold 2 @ 2" Chain locker 1 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 @ 8" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
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 ✓ worked from ✓

MAIN BOILERS, &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? Yes  
IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓  
Is the donkey boiler intended to be used for domestic purposes only —  
PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers — Donkey Boilers —  
(If not state date of approval) Superheaters none General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

## SPARE GEAR.

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 piston rods; 1 set each of piston rings for H.P. & L.P.  
2 sets of Connecting rod top end Braces; 2 sets of Crank pin Braces; 1 - H.P. & L.P. Valve spindle; 100 Condenser tubes  
48 Boiler tubes; 1 propeller shaft; 2 Bronze propellers.

The foregoing is a correct description,

For THE NORTH EASTERN MARINE ENGINEERING CO. LTD

John Neill

Manufacturer.



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Lloyd's Register  
Foundation

008559-008568-0120



1936  
Nov. 3. 12. Dec. 1. 2. 3. 5. 9. 10. 16. 17. 18. 21. 22. 25. Jan. 7. 8. 12. 18. 19. 20. 21. 26. 27. Feb. 2. 3. 4. 8.  
1937  
9. 10. 15. 16. 17. 22. 23. 24. 25. 26. Mar. 3. 4. 5. 9. 10. 11. 12. 15. 16. 17. 20. 22. 23. 31. Apr. 1. 7.  
12. 16. 19. 21. 25. 26. May 25. 28. 31. June 1. 2. 3. 7. 9. 11. 14. 15. 16. 17.  
During progress of work in shops - -  
During erection on board vessel - - -  
Total No. of visits 74.

Dates of Examination of principal parts - Cylinders P 15-1-37 S 3-2-37 Slides 15-2-37 Covers P 15-2-37 S 3-2-37  
Pistons 9-1-37 Piston Rods 26-1-37 Connecting rods 8-2-37  
Crank shaft P 20-1-37 S 21-1-37 Thrust shaft 10-2-37 Intermediate shafts 16-3-37  
Tube shaft - Screw shaft P 22-2-37 S 9-3-37 Propeller 4-3-37  
Stern tube 23-3-37 Engine and boiler seatings 25-5-37 Engines holding down bolts 3-6-37  
Completion of fitting sea connections 3-5-37  
Completion of pumping arrangements 15-6-37 Boilers fixed 7-6-37 Engines tried under steam 15-6-37  
Main boiler safety valves adjusted 15-6-37 Thickness of adjusting washers Port. P.V.  $\frac{13}{32}$  S.V.  $\frac{3}{8}$  Standard P.V.  $\frac{3}{8}$  S.V.  $\frac{3}{8}$ .  
Crank shaft material Steel Identification Mark 20/21-1-37 J.E.S. Thrust shaft material Steel Identification Mark 10-2-37 J.E.S.  
Intermediate shafts, material Steel Identification Marks 16-3-37 J.E.S. Tube shaft, material - Identification Mark -  
Screw shaft, material Steel Identification Mark 22-2-37 J.E.S. Steam Pipes, material S.S. Steel Test pressure 675 lbs Date of Test -  
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 Yes  
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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 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 my opinion to be classed with record of  $\frac{1}{2}$  L.M.C 6-37: T.S. C.L.F.D. Fitted for oil fuel 6-37 flash point above 150°F.

The amount of Entry Fee ... £ 6 : 0 :  
Special ... £ 102 : 11 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 24 JUN 1937  
When received, 30.6.37

J. Seller  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Assigned + L.M.C 6.37 T.S. C.L.F.D.  
Fitted for oil fuel 6-37 etc