

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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

Date of writing Report 19 37 When handed in at Local Office 24/6/37 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Wallsend Date, First Survey 3 Nov/36 Last Survey 17 June 1937
 Reg. Book. on the Twm Screw Steamer "BACHAQUERO" (Number of Visits 74)

Built at Wallsend By whom built Furness S. B. Co. Yard No. 266 When built 1937

Engines made at Wallsend By whom made North Eastern Marine Eng Co. Ltd. Engine No. 2870 When made 1937

Boilers made at Wallsend 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

Intermediate Shafts, diameter as fitted 10 3/4 Thrust shaft, diameter at collars as per Rule 9.7 as fitted 10 3/4 Thickness around eye-holes Journal 5 1/2 Pin 5 1/8

Tube Shafts, diameter as per Rule _____ as fitted _____ Screw Shaft, diameter as per Rule 10.2 as fitted 10 3/4 Is the screw 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 17/32 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 _____ 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 in 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 lockers 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 Yes worked from Yes

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? Yes

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.



1936 Nov. 3, 12, Dec. 1, 2, 3, 5, 9, 10, 16, 17, 18, 21, 22, 25, 1937 Jan. 7, 8, 12, 18, 19, 20, 21, 26, 27, Feb. 2, 3, 4, 8

Dates of Survey while building
 During progress of work in shops - - 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.
 During erection on board vessel - - 12.16.19.21.25.26. May 25.28.31. June 1. 2.3.7.9.11.14. 15.16.17.
 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. 1 3/32" S.V. 3/8" Starboard P.V. 3/8" S.V. 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 Yes 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 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 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 22, Cl.
 Fitted for oil fuel 6-37 etc



Newcastle-on-Tyne

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