

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 23 MAY 1929

Date of writing Report 22nd May 1929 When handed in at Local Office 22nd May 1929 Port of Belfast
 No. in Survey held at Belfast Date, First Survey 20th Dec. 1928 Last Survey 20th May 1929
 Reg. Book. on the Steel Liner Ute (Number of Visits 54)
 Built at Belfast By whom built Harland & Wolff Ltd. Yard No. 862 Tons { Gross / Net }
 Engines made at Belfast By whom made Harland & Wolff Ltd. Engine No. 862 When built 1929
 Boilers made at Belfast By whom made Harland & Wolff Ltd. Boiler No. 862 when made 1929
 Registered Horse Power 228 Owners Dege Shipping Co. Ltd (A. Weir & Co. Mems.) Port belonging to London
 Nom. Horse Power as per Rule 228 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes
 Trade for which Vessel is intended Ocean-going

ENGINES, &c.—Description of Engines Inverted triple expansion Revs. per minute
 Dia. of Cylinders 14 1/2" x 24" x 38 1/2" Length of Stroke 27" No. of Cylinders six No. of Cranks six
 Crank shaft, dia. of journals as per Rule 7.539" as fitted 7 3/4" Crank pin dia. 7 3/4" Crank webs Mid. length breadth 15 1/4" Thickness parallel to axis 5"
 as fitted 7 3/4" Mid. length thickness 5" shrunk Thickness around eye-hole 3 7/8"
 Intermediate Shafts, diameter as per Rule 7.18" as fitted 7.18" Thrust shaft, diameter at collars as per Rule 7.539" as fitted 7 3/4"
 Tube Shafts, diameter as per Rule 8.32" as fitted 8 1/2" Is the tube screw shaft fitted with a continuous liner No
 Screw Shaft, diameter as per Rule 8.32" as fitted 8 1/2" Is the after end of the liner made watertight in the propeller boss Yes
 Bronze Liners, thickness in way of bushes as per Rule 17.57" as fitted 18" Thickness between bushes as per Rule 13.17" as fitted 16"
 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 No Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yes
 Propeller, dia. 9'-6" Pitch 9'-3" No. of Blades 4 Material Man. Bronze whether Moveable No Total Developed Surface 31 (each) sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 13 1/2" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 13 1/2" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size Two main 8 1/2" x 6" x 18" Pumps connected to the Main Bilge Line { No. and size One 8 1/2" x 6" x 18" One 9" x 10" x 24"
 How driven Steam How driven Steam
 Ballast Pumps, No. and size One 9" x 10" x 24" 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 One 2 1/2" forward One 3 1/2" aft (2. 2 1/2" Cofferdam suction to oil fuel pumps)
 In Holds, &c. (forward pump room one 2" suction to hand pump one 2" suction to cargo pump)
 Cargo Spaces P.S. in way of h.a.t. tank two 2 1/2" suction to cargo pump after Cofferdam one 2 1/2" suction to cargo pump) ✓
 Main Water Circulating Pump Direct Bilge Suctions, No. and size two 5" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 4"
 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 Yes
 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 none Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 4360 square feet
 Is Forced Draft fitted No. No. and Description of Boilers two S.E. Cylindrical mult? Working Pressure 180 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? ✓
PLANS. Are approved plans forwarded herewith for Shafting 25.1.29 Main Boilers 13.12.28 Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)
 Superheaters ✓ General Pumping Arrangements 15.4.29 Oil fuel Burning Piping Arrangements 15.4.29
SPARE GEAR. State the articles supplied:— In excess of rule requirements see separate list

The foregoing is a correct description, FOR HARLAND AND WOLFF, LIMITED

Delebeck

Manufacturer.



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Lloyd's Register Foundation

1928
 Dec 20
 1929
 Jan 1. 4. 5. 7. 11. 14. 18. 21. 22. 24. 25. 28. 31 Feb 4. 5. 6. 7. 8. 9. 11. 13
 During progress of work in shops - - 18. 20. 22. 26. 28 Mar 12. 15. 18. 19. 20. 25 Apr 3. 4. 5. 15. 17. 19. 22. 25. 26.
 Dates of Survey while building }
 During erection on board vessel - - - } 29. 30. May 1. 2. 3. 8. 9. 11. 13. 14. 16. 20
 Total No. of visits 54

Dates of Examination of principal parts—Cylinders 26. 4. 29 Slides 9. 5. 29 Covers 26. 4. 29
 Pistons 19. 4. 29 Piston Rods 2. 5. 29 Connecting rods 2. 5. 29
 Crank shaft 17. 4. 29 Thrust shaft 29. 4. 29 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 22. 4. 29 4. 19. 4. 29 Propeller 26. 4. 29
 Stern tube 19. 4. 29 Engine and boiler seatings 29. 4. 29 Engines holding down bolts 13. 5. 29
 Completion of fitting sea connections 29. 4. 29
 Completion of pumping arrangements 16. 5. 29 Boilers fixed 13. 5. 29 Engines tried under steam 16. 5. 29
 Main boiler safety valves adjusted 16. 5. 29 Thickness of adjusting washers Port Boiler P 1/2" S 3/8 Star Boiler P 1/2" S 3/8
 Crank shaft material S.M. Steel Identification Mark 42 R.L.A Thrust shaft material S.M. Steel Identification Mark 45 R.L.A
 Intermediate shafts, material ✓ Identification Marks Tube shaft, material ✓ Identification Mark
 Screw shaft, material S.M. Steel Identification Mark 45 R.L.A Steam Pipes, material S.D. Steel Test pressure 540 lb Date of Test 8. 11. 5. 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 carrying and burning oil fuel been complied with Yes
 Is this machinery duplicate of a previous case Yes If so, state name of vessel "Tamare"

General Remarks (State quality of workmanship, opinions as to class, &c.)

This machinery has been constructed under special survey. The materials and workmanship are sound and good. The main engines and auxiliaries were tried out under steam at a moored trial and a sea-trial under fully loaded conditions, with satisfactory results. In my opinion the vessel is eligible for notation in the Society's Register Book + L.M.C. 5. 29. Boiler pressure 180 lb sq. in. o.g. Fitted for oil fuel ✓ F.P. above 150°F 5. 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 ... £ 4 : - : When applied for,
 Special ... £ 57 : - : 22 May 1929
 Donkey Boiler Fee ... £ : : :
 Travelling Expenses (if any) £ : : : 7. 6. 29

R. Lee Ames
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute T.J.E. 28 MAY 1929

Assigned + L.M.C. 5. 29 o.g.
 Fitted for Oil Fuel 5. 29 F.P. above 150°F

CERTIFICATE WRITTEN:

