

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

11 JUN 1925

Received at London Office

13 JUN 1925

Date of writing Report

When handed in at Local Office

Port of Liverpool

No. in Survey held at

Liverpool & Saltney

Date, First Survey

7th October 1924

Last Survey

10th June 1925

Reg. Book.

89668 on the

s/s "Lurgurena"

(Number of Visits 2)

Built at Saltney

By whom built

J. Grichton & Co. Ltd.

Yard No. 398

Gross 530

Net 245

When built 1925

Engines made at

Hawbury

By whom made

Plenty & Sons Ltd.

Engine No. 2519

when made 1925

Boilers made at

Stockton

By whom made

Riley Bros. Ltd.

Boiler Nos 5572, 5573

when made 1925

Registered Horse Power

Owners

Government of Tasmania

Port belonging to Hobart

Nom. Horse Power as per Rule

148

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

ENGINES, &c.—Description of Engines

Reciprocating Triple Expansion Propeller at each end of vessel.

Dia. of Cylinders

Length of Stroke

Revs. per minute

150

No. of Cylinders

No. of Cranks

Dia. of Crank shaft journals

as per rule

Dia. of Crank pin

Crank webs

Mid. length breadth

shrunk

Thickness parallel to axis

Diameter of Thrust shaft under collars

as per rule

Diameter of Tunnel shaft

as per rule

Diameter of Screw shaft

as per rule

Is the Screw shaft

fitted with a continuous liner the whole length of the stern tube

Is the after end of the liner made watertight in the propeller boss

If the liner is in more than one length are the joints burned

If the liner does not fit tightly at the part

between the bearings in the stern tube, is the space charged with 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 appliance fitted at the after end of the shaft to permit

of it being efficiently lubricated

Length of Stern Bush

Diameter of Propeller

Pitch of Propeller

No. of Blades

State whether Moveable

Total Surface

square feet.

No. of Feed Pumps fitted to the Main Engines

Diameter of ditto

Stroke

Can one be overhauled while the other is at work

No. of Bilge Pumps fitted to the Main Engines

Diameter of ditto

Stroke

Can one be overhauled while the other is at work

Total number and size of power driven Feed and Bilge Auxiliary Pumps

No. and size of Pumps connected to the Main Bilge Line

No. and size of Ballast Pumps

No. and size of Lubricating Oil Pumps, including Spare Pump

Are two independent means arranged for circulating water through the Oil Cooler

No. and size of suction connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

3 - 2 1/2"

and in Holds, &c. No. 1 hold 1 - 2 1/2" No. 2 hold 1 - 2 1/2"

Fore peak 1 - 2 1/2" after peak 1 - 2 1/2"

No. and size of Main Water Circulating Pump Bilge Suctions

1 - 6"

No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges 1 Steam Gutter 3"

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 connections with the sea direct on the skin of the ship

Yes

Are they Valves or Cocks

Valves & Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Yes

Are the Discharge Pipes 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 are carried through the bunkers

Bilge Suctions

How are they protected

Wood casing

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 Screw Shaft Tunnel watertight

None

Is it fitted with a watertight door

Yes

worked from

MAIN BOILERS, &c.—(Letter for record (S))

Total Heating Surface of Boilers

2960 sq. ft.

Is Forced Draft fitted

No.

No. and Description of Boilers

2B.

Working Pressure 180 lb

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

Main Boilers

Auxiliary Boilers

Donkey Boilers

General Pumping Arrangements

See Secretary's letter E 12/2/24 fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

J. Grichton & Co. Ltd.

Manufacturer.

Managing Director



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009301 - 009310 - 0129

During progress of work in shops - - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits

Dates of Examination of principal parts - Cylinders
Covers
Connecting rods
Tunnel shafts
Stern tubes
Completion of pumping arrangements
Completion of fitting sea connections
Main boiler safety valves adjusted
Material of Crank shaft
Material of Thrust shaft
Material of Tunnel shafts
Material of Screw shafts
Material of Steam Pipes
Is an installation fitted for burning oil fuel
Have the requirements of the Rules for carrying and burning oil fuel been complied with
Is this machinery duplicate of a previous case

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

The Engines & Boilers (See London Report No. 888/11 and Middlesbrough Reports Nos 12300, 12301) have been securely fitted on board and tried under steam. The safety valves have been adjusted to the working pressure. When tried at sea under full working conditions same were found satisfactory in every respect. In my opinion the machinery is eligible to be classed with record in the Register Book of LMC 6.25

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 6.25. CL
2 B. 4 Cf. HS 95. HS 2960.

The amount of Entry Fee ... £ 3 : 0 :
Special ... £ 37 : 0 :
Donkey Boiler Fee ✓ ... £ 2 : 2/6 :
Travelling Expenses (if any) £ 2 : 2/6 :

Committee's Minute LIVERPOOL

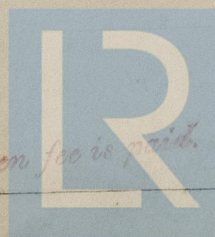
Assigned

+ LMC 6.25

C.L.

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.



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