

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

20 APR. 1926

Received at London Office

1 MAY 1926

Date of writing Report

19

When handed in at Local Office

19

Port of Liverpool

No. in Survey held at Birkenhead & Calcutta
Reg. Book.

Date, First Survey

17th Feb/26

Last Survey

19th April 1926

(Number of Visits 10)

39709 on the

s/s "Kalamang"

Built at Calcutta

By whom built

J. Crichton & Co. Ltd.

Yard No. 413

Tons { Gross 530

Net 245

When built 1926

Engines made at Kewbury

By whom made

Plenty & Sons, Ltd.

Engine No. 2539

when made 1926

Boilers made at Stockton

By whom made

Riley Bros. Ltd.

Boiler No. 5639, 5640

when made 1926

Registered Horse Power

Owners

Sydney Ferris, Ltd.

Port belonging to

Sydney, N.S.W.

Nom. Horse Power as per Rule

148

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Sydney Harbour

ENGINES, &c.—Description of Engines Reciprocating Triple Expansion—Four & aft Replian Revs. per minute 170 ✓
Dia. of Cylinders 16½" 26" 43½" Length of Stroke 24" No. of Cylinders Three No. of Cranks Three
Crank shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis
as fitted Mid. length thickness Thickness around eye-hole
Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
as fitted as fitted
Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube } shaft fitted with a continuous liner {
as fitted as fitted as fitted
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
as fitted as fitted as fitted
propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
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 Length of Bearing in Stern Bush next to and supporting propeller
Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet
Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Feed Pumps { No. and size Pumps connected to the { No. and size
How driven Main Bilge Line How driven
Ballast Pumps, No. and size 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 2-2½" ✓
In Holds, &c. Fore Hold 1-2½", After Hold 1-2½", Fore Peak 1-2½", After Peak 1-2½"
2-3" Bilge Suctions in E & B Space ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-6" Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size One Steam Engine 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 Sea Connections fitted direct on the skin of the ship Yes ✓ Are they fitted with 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 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 are carried through the bunkers Bilge Suctions ✓ How are they protected Work bearings ✓
What pipes pass through the deep tanks ✓ 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 Yes ✓ Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record (S) Total Heating Surface of Boilers 3960 sq. ft. ✓
Is Forced Draft fitted No ✓ No. and Description of Boilers Two Locomotive Type Working Pressure 180 lb
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 Main Boilers Auxiliary Boilers Donkey Boilers
(If not state date of approval) Yes ✓ Oil fuel Burning Piping Arrangements Yes ✓
Superheaters General Pumping Arrangements Yes ✓

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,
FOR J. CRICHTON & CO. LTD.

James Crichton
Governing Director.

Manufacturer.



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Lloyd's Register
Foundation

004535-009543-0183

During progress of work in shops - - }
 Dates of Survey while building }
 During erection on board vessel - - - }
 Total No. of visits 10.

1926. Dec. 17. 22. heard. 16. 26. 27. 30. April. 12. 15. 16. 19.

Dates of Examination of principal parts—Cylinders		Slides	Covers
Pistons	Piston Rods	Connecting rods	
Crank shaft	Thrust shaft	Intermediate shafts	
Tube shaft	Screw shaft	Propellers	22/2/26
Stern tubes	22/2/26	Engine and boiler seatings	17/2/26, 16/3/26
Engines holding down bolts	16/3/26, 30/3/26		
Completion of pumping arrangements	12/4/26	Boilers fixed	20/3/26
Engines tried under steam	15/4/26		
Main boiler safety valves adjusted	12/4/26	Thickness of adjusting washers	Star 4 1/2", P 2 1/2" Port 4 1/2", P 2 1/2"
Crank shaft material	Identification Mark	Thrust shaft material	Identification Mark
Intermediate shafts, material	Identification Marks	Tube shaft, material	Identification Mark
Screw shaft, material	Identification Mark	Steam Pipes, material	Copper
Test pressure	360 lb	Date of Test	27/3/26, 6/4/26
Is an installation fitted for burning oil fuel	No	Is the flash point of the oil to be used over 150°F.	
Have the requirements of the Rules for carrying and burning oil fuel been complied with			
Is this machinery duplicate of a previous case	No	If so, state name of vessel	of "Languana"

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

The Engines and Boilers (See London Report No. 89902 and Middlesbrough Report No. 2580) have been securely fitted on board and tried under steam. The safety valves have been adjusted to the working pressure and tested for accumulation. 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 4.26

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 4.26. CL

[Signature]
 3/5/26

The amount of Entry Fee ... £	:	:	When applied for.
Special - 1/2 fee ... £	8	0	30 APR. 1926
Donkey Boiler Fee ... £	:	:	When received.
Travelling Expenses (if any) £	2	17/7	11/6 2/6 26 APR 1926

B. G. Bedford
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

LIVERPOOL 30 APR. 1926

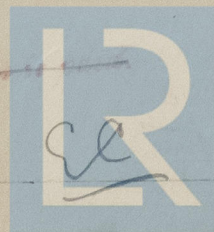
Assigned

+ L.M.C. H. 26.

CERTIFICATE WRITTEN

1/5/26

C.L.



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