

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 & Caltney Date, First Survey 17th Dec/25 Last Survey 19th April 1926
 Reg. Book. 39709 on the s/s 'Kalang' (Number of Visits 10)
 Built at Caltney By whom built J. Crichton & Co. Ltd. Yard No. 413 Tons { Gross 530
 Engines made at Kewbury By whom made Plenty & Sons, Ltd. Engine No. 2539 when made 1926 Net 245
 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 No
 Trade for which Vessel is intended Sydney Harbour

ENGINES, &c.—Description of Engines Reciprocating Triple Expansion - Fore & aft Propellers Revs. per minute 170
 Dia. of Cylinders 16 1/2" - 26" - 43" 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 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 How driven } Pumps connected to the { No. and size How driven }
 Main Bilge Line
 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 2-2 1/2"
 In Holds, &c. Fore Hold 1-2 1/2", After Hold 1-2 1/2", Fore Peak 1-2 1/2", After Peak 1-2 1/2"
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 Yes
 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 Yes worked from Yes

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)
 Superheaters General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements None

SPARE GEAR. State the articles supplied:—

NOTE: The words which do not apply should be deleted.

The foregoing is a correct description,
 FOR J. CRICHTON & CO. LTD.
James Leuchter
 Governing Director.

Manufacturer.



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004535-009543-0189

During progress of work in shops - - }
 Dates of Survey while building } 1926. Dec. 17. 22. March. 16. 26. 27. 30. April. 12. 15. 16. 19.
 During erection on board vessel - - - }
 Total No. of visits 10.

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 Starboard 5 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 27/2/26, 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 Yes If so, state name of vessel "Lurgurina"

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, 30 APR. 1926
 Special - 1/2 fee ... £ 8 : 0 : :
 Donkey Boiler Fee ... £ : : :
 Travelling Expenses (if any) £ 2 : 17/7 : : When received, 21/6 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.

