

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

3 AUG 1926

Date of writing Report

19

When handed in at Local Office

29 JULY 1926 Port of Liverpool

No. in Survey held at Reg. Book.

Saltney

Date, First Survey Feb'y 17th

Last Survey July 27th 1926.

39714 on the

s/s "Karakara"

(Number of Visits 9)

Gross 530 Tons

Net 245

Built at Saltney

By whom built

J. Crichton & Co. Ld.

Yard No. 414

When built 1926

Engines made at Newbury

By whom made Plenty & Son, Ld.

Engine No. 2540

when made 1926

Boilers made at Stockton

By whom made Riley Bros. Ld.

Boiler Nos 5641, 5642

when made 1926

Registered Horse Power

Owners Sydney Ferris, Ld.

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 and 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 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

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

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 Movable 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 Main Bilge Line No. and size How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size Suctions, connected to both Main Bilge Pumps and Auxiliary

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

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" Injector 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 Injector 3" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes No

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 No

Are all Sea Connections fitted direct on the skin of the ship No Are they fitted with Valves or Cocks Valves & Cocks

Are they sized sufficiently high on the ship's side to be seen without lifting the stokehold plates No 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 No Are the Blow Off Cocks fitted with a spigot and brass covering plate No

What Pipes are carried through the bunkers Bilge Suctions How are they protected Wood casings

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 No

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 No 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 2960 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers *Two - Locomotive type 2B* Working Pressure 180 lb

IS A REPORT ON MAIN BOILERS NOW FORWARDED? No

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 No Oil fuel Burning Piping Arrangements None

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

FOR AND ON BEHALF OF J. CRICHTON & CO. LD. James Crichton

Manufacturer.



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

During progress of work in shops - - -
 Dates of Survey while building: Feb 17. Mar 16. 27. 30. Apr 12. May 7. 14. June 28. July 27.
 During erection on board vessel - - -
 Total No. of visits: 9.

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 30/3/26, 28/6/26
 Stern tubes 27/3/26 Engine and boiler seatings 27/3/26 Engines holding down bolts 7/5/26
 Completion of pumping arrangements 7/5/26 Boilers fixed 7/5/26 Engines tried under steam 14/5/26
 Main boiler safety valves adjusted 7/5/26 Thickness of adjusting washers *Sta. Bk. S. 2 7/8" P. 3/32" Port Bk. S. 5/16" P. 1/32"*
 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 23/4/26, 29/4/26
 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 *S/S Luigurina + S/S Chalony*

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

The Engines and Boilers (See London Report No. 90019 and Middlesbrough Report No. 12605) have been securely fitted on board and tried under steam. One length of intermediate shaft has been taken as spare and a new length fitted. The safety valves have been adjusted to the working pressure and tried for accumulation. When tried at sea under full working conditions the Engines and Boilers were found satisfactory in every respect. In my opinion, the machinery is eligible to be classed with record in the Register Book of L.M.C. 7.26

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 7.26 C.L.

Handwritten signatures and initials: J.P., 3/8/26, J.R.K.

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 ... £ : :
 Special *to fee* ... £ 8 : 0 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : 17/3 :
 When applied for: 29 JULY 1926
 When received: *express* 4/9/26

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

Committee's Minute LIVERPOOL 30 JULY 1926

Assigned + L.M.C. 7.26 C.L. H.H.

CERTIFICATE WRITTEN

When fee is paid.



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