

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.

(Number of Visits 9)

39714 on the

s/s "Karakara"

Built at Saltney

By whom built

J. Crichton & Co. Ltd.

Yard No. 414

Tons Gross 530

Net 245

When built 1926

Engines made at

Newbury

By whom made

Plenty & Son, Ltd.

Engine No. 2540

when made 1926

Boilers made at

Stockton

By whom made

Riley Bros. Ltd.

Boiler Nos 5641

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 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

as fitted

Thrust shaft, diameter at collars

as per Rule

as fitted

Tube Shafts, diameter as per Rule

as fitted

Screw Shaft, diameter as per Rule

as fitted

Is the tube shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule

as fitted

Thickness between bushes as per Rule

as fitted

Is the after end of the liner made watertight in the

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

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" Suction 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 Suction 3"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship

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

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

Are the Blow Off Cocks fitted with a spigot and brass covering plate

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

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

Is the Shaft Tunnel watertight

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. and Description of Boilers Two - Locomotive type 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

(If not state date of approval)

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

FOR AND ON BEHALF OF

J. CRICHTON & CO. LTD.

James Crichton

Manufacturer.

GOVERNING DIRECTOR.



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Lloyd's Register

Foundation

004535-004543-0213

Is a Report also sent on the Hull of the Ship?

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

1m 1024. T.

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 Bln. S. 2 7/8" P. 3/4" Port Bln. S. 5/8" P. 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 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 Luaguruna & S/S Dalany*

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 LMC 7.26

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

20.11.
 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, 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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