

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

24 FEB 1931

Site of writing Report 23/1 1931 When handed in at Local Office 23/1 1931 Port of SOUTHAMPTON

Survey held at Cowes Date, First Survey 22 Sept 1930 Last Survey 19
 Reg. Book. 698 on the Stul. N. M. BAKAR (Number of Visits)
 Tons } Gross 330
 Net
 Built at E. Cowes By whom built J. S. White & Co. Ltd. Yard No. 1704 When built 1931
 Engines made at Cowes By whom made J. S. White & Co. Ltd. Engine No. 1704 when made 1931
 Boilers made at Cowes By whom made J. S. White & Co. Ltd. Boiler No. 1704 when made 1931
 Registered Horse Power 111 Owners Jadranka Plovidba d.d. Port belonging to SUSAK
 Com. Horse Power as per Rule 111 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion, inverted, condensing Revs. per minute
 Dia. of Cylinders 14", 22 1/2", 37" Length of Stroke 24" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule Crank pin dia. 7 1/2" Crank webs shrunk Thickness parallel to axis 4 3/4"
 as fitted 7 1/2" Mid. length thickness as per Rule Thickness around eye-hole 3 3/8"
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted 7 1/8" as fitted 7 1/2"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner yes
 as fitted 7 1/8" as fitted 7 1/8" Is the screw shaft fitted with a continuous liner yes
 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 9/16" as fitted 1/2"
 Propeller boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner yes
 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 yes
 If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube
 shaft no If so, state type yes Length of Bearing in Stern Bush next to and supporting propeller 32"
 Propeller, dia. 8'-8" Pitch 10'-6" No. of Blades 4 Material C.I. whether Moveable not Total Developed Surface 27 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 12" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 12" Can one be overhauled while the other is at work yes
 Feed Pumps No. and size one, 8" x 5" x 8" Pumps connected to the Main Bilge Line No. and size one, 8" x 5" x 8", & one, 7" x 7" x 7"
 How driven steam How driven steam
 Ballast Pumps, No. and size one, 7" x 7" x 7" Lubricating Oil Pumps, including Spare Pump, No. and size yes
 Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room Two, 2 1/2" dia., one, 2" dia.
 In Holds, &c. One, 2" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size one, 4 1/2" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size one, 2 1/2" dia. 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 yes
 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 pass through the bunkers none How are they protected yes
 What pipes pass through the deep tanks none 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 yes Is it fitted with a watertight door yes worked from Top platform

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1723 sq. ft.
 Is Forced Draft fitted yes No. and Description of Boilers One Cylindrical Return Tube Working Pressure 200 lbs/sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes
 PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval)
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:—
 1 Piston Rod complete.
 1 Valve Spindle complete.
 1 Eccentric Strip complete.
 1 C.R. Bottom End Bearing, two bolts & nuts.
 1 C.R. Top End Bearing, two bolts & nuts.
 2 Main Bearing Bolts & nuts.
 6 Coupling Bolts & nuts.
 1 Set Kinghorn valves for Air Pumps.
 2 Sets Kinghorn valves for Fuel & Bilge Pumps.
 3 Piston Rings for each piston.
 2 sets Hooks & rings H.P. Piston Rod Packing.
 1 " " " H.P. & I.P. " " "
 14 lbs assorted Bolts & nuts.
 1/2 cwt iron
 18 Boiler tubes (plain)
 6 " " (stay).
 1 set S.V. Springs.
 also for the two Rams
 1 Propeller Shaft (C.L.) No 1609
 1 Crank Shaft. No 1605.

The foregoing is a correct description,

FOR J. SAMUEL WHITE & COMPANY, LTD.

Manufacturer.

MANAGING DIRECTOR.



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010580-010588-0260

During progress of work in shops - - *Sept 22, Oct 13, Nov 1, 7, 18, 22, Dec 2, 12, 4, 15, 19. 1930*
 Jan 16, 1931.
 During erection on board vessel - - - *Dec 12, 1930, Jan 1, 9, 27, Feb 4*
 Total No. of visits

Dates of Examination of principal parts—Cylinders *12/12/30* Slides *18/11/30* Covers *7/11/30, 3/10/30*
 Pistons *5/11/30* Piston Rods *18/11/30* Connecting rods *18/11/30*
 Crank shaft *15/12/30* Thrust shaft *2/12/30* Intermediate shafts *2/12/30*
 Tube shaft *✓* Screw shaft *2/12/30* Propeller *1/1/31*
 Stern tube *1/1/31* Engine and boiler seatings *1/1/31* Engines holding down bolts *27/1/31, 4/2/31*
 Completion of fitting sea connections *1/1/31*
 Completion of pumping arrangements *4/2/31* Boilers fixed *27/1/31* Engines tried under steam
 Main boiler safety valves adjusted Thickness of adjusting washers
 Crank shaft material *Steel* Identification Mark *1537* Thrust shaft material *Steel* Identification Mark *1602*
 Intermediate shafts, material *Steel* Identification Marks *1573 & 1575* Tube shaft, material *✓* Identification Mark *✓*
 Screw shaft, material *Steel* Identification Mark *1604* Steam Pipes, material *S. 2 Copper* Test pressure *400 lb/sq in* Date of Test *27/1/31*
 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 the use of oil as fuel been complied with *✓*
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *no* If so, have the requirements of the Rules been complied with *✓*
 Is this machinery duplicate of a previous case *yes* If so, state name of vessel *RAB*

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

The machinery of this vessel has been constructed under special survey in accordance with the approved plans and has been fitted on board in accordance with the requirements of the Rules. The workmanship and materials are good.

The machinery will be eligible, in my opinion, for classification with the notation

+ L.M.C. (with date)

When the safety valves have been adjusted and the engines tried under steam and the spare gear placed aboard.

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 ... £ *3* : - :
 Special ... £ *27* : *15* :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ *2* : *6* : *7* : *3* : *31*

When applied for,

When received,

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

WED. 8 APR 1931

Assigned

+ L.M.C. 3.31

C.L.

Cent. 18/3/31



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