

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

26 NOV 1928

Date of writing Report Oct. 23rd 1928 When handed in at Local Office Oct. 24th 1928 Port of Hongkong
 No. in Survey held at Hongkong Date, First Survey 27th Feb. Last Survey 20th Oct. 1928
 Reg. Book. 87565 on the Steel Twin Screw Ferry steamer "VIOLET" (Number of Visits 51)
 Gross Tons 210.40
 Net Tons 73.48
 Built at Hongkong By whom built H'kong & W'poa Dock Co. Ltd. Yard No. 651 When built 1928
 Engines made at Hongkong By whom made H'kong & W'poa Dock Co. Ltd. Engine No. 396/7 when made 1928
 Boilers made at Hongkong By whom made H'kong & W'poa Dock Co. Ltd. Boiler No. 726 when made 1928
 Registered Horse Power 55 NHP Owners Federated Malay States Railway Port belonging to Penang
 Nom. Horse Power as per Rule 55.4 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended "Ferry" between Penang & Prai.

ENGINES, &c.—Description of Engines Twin Screw Triple Expansion 6 cy. Revs. per minute 148
 Dia. of Cylinders 8" x 13" x 22" Length of Stroke 18" No. of Cylinders 3 each engine No. of Cranks 3 each engine
 Crank shaft, dia. of journals as per Rule 4.52" Crank pin dia. 5" Crank webs Mid. length breadth shrunk Thickness parallel to axis 3 3/8"
 as fitted 5" Mid. length thickness ✓ Thickness around eye-hole 2 3/8"
 Intermediate Shafts, diameter as per Rule 4.31" Thrust shaft, diameter at collars as per Rule 4.52"
 as fitted 4 5/8" as fitted 5"
 Tube Shafts, diameter as per Rule ✓ Screw Shaft, diameter as per Rule 4.79" Is the tube shaft fitted with a continuous liner ✓
 as fitted ✓ as fitted 6" Is the screw shaft fitted with a continuous liner ✓
 Bronze Liners, thickness in way of bushes as per Rule .44" Thickness between bushes as per Rule .33" Is the after end of the liner made watertight in the
 as fitted 9/16" as fitted 3/8" 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 ✓
 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 24"
 Propeller, dia. 5'-9" Pitch 9' No. of Blades 4 Material Bronze whether Moveable fixed Total Developed Surface 15 sq. feet
 Feed Pumps worked from the Main Engines, No. one each engine Diameter 1 3/4" Stroke 9" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. one each engine Diameter 1 3/4" Stroke 9" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 2-1 3/4" x 9" | one 4" x 6" x 7" simplex Pumps connected to the { No. and size 2-1 3/4" x 9" | 1-6" x 4" x 6" Vert. Duplex | 2" Steam
 How driven main engines | Weir's Independent Main Bilge Line { How driven main engines | Independent | Ejector
 G.S. Ballast Pumps, No. and size 1-6" x 4" x 6" Vert. Duplex. Lubricating Oil Pumps, including Spare Pump, No. and size none
 Are two independent means arranged for circulating water through the Oil Cooler no oil cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 2-2"
 In Holds, &c. 1-2" in fore hold & 1-2" in aft hold.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-4" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1-2 1/2" & 1-2 1/2" from ejector 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 Both
 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 Forward hold bilge suction How are they protected steel plate covers
 What pipes pass through the deep tanks no 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 none Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record H Total Heating Surface of Boilers 983 sq
 Is Forced Draft fitted no No. and Description of Boilers 1- S.E. Multitubular Working Pressure 190 lbs.
 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 3-3-28 Kobe Main Boilers 21-2-28 Kobe Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)
 Superheaters ✓ General Pumping Arrangements 19-3-28 Kobe Oil fuel Burning Piping Arrangements ✓
 SPARE GEAR. State the articles supplied:— See attached list for two vessels.

The foregoing is a correct description.

R. H. Dyer
Chief Engineer

Manufacturer.



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Lloyd's Register
Foundation

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1928

Feb. 27, Mar. 8, 13, 21, 23, 28, April 2, 11, 17, 24, May 2, 4, 7, 15, 18, 21, 23, 30

Dates of Survey while building

June 1, 7, 12, 15, 18, 21, 25, 30. July 4, 12, 14, 19, 24, 28, Aug. 7, 15, 21, 27, 30

Sept. 3, 5, 8, 11, 13, 15, 18, 22, 28. Oct. 4, 10, 15, 18 + 20.

Total No. of visits 51

Dates of Examination of principal parts - Cylinders 4/7, 12/7, + 14/7 Slides 12/7/28 Covers 14/7/28
Pistons 14/7/28 Piston Rods 24/7/28 Connecting rods 24/7/28
Crank shaft 24/7/28 Thrust shaft 24/7/28 Intermediate shafts 24/7/28
Tube shaft ✓ Screw shaft 24/7/28 Propeller 18/9/28
Stern tube 21/8/28 Engine and boiler seatings 7/8/28 Engines holding down bolts 18/9/28
Completion of pumping arrangements 10-10-28. Boilers fixed 4-10-28. Engines tried under steam 10-10-28.

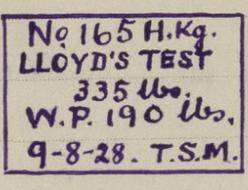
Main boiler safety valves adjusted 4-10-28 Thickness of adjusting washers Both 3/8"
Crank shaft material O.H. Steel Identification Mark No 396/7 24-7-28 T.S.M. Thrust shaft material O.H. Steel Identification Mark No 396/7 24-7-28 T.S.M.
Intermediate shafts, material O.H. Steel Identification Marks - do - Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material O.H. Steel Identification Mark No 396/7 24-7-28 T.S.M. Steam Pipes, material S.D. Copper Test pressure 400 lbs. Date of Test 28/9/28.
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 T.S.S. "Elizabeth". Report No. 6339.

General Remarks (State quality of workmanship, opinions as to class, &c. The materials have been tested by the Surveyors to this Society & constructed as shown & amended on the approved plans, copies of which are in the London Office.

The workmanship is, in my opinion, satisfactory and it is recommended that the vessel be classed with Lloyd's Machinery Certificate and the record of *L.M.C. 10-28. C.L. be made in the Register Book.

Identification marks on boiler :-



Forging reports enclosed herewith.

Full power trials were run over a measured course and the machinery worked satisfactorily. Speed of vessel 10.1 knots, revolutions of engines 148 per min. I.H.P. developed 362.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 10.28 C.L.

Handwritten signature and date 27/11/28

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 ... £4 = \$ 39: When applied for, Feb. 20th 1928
Special minimum fee £30 = \$ 296:
Electric Light Donkey Boiler Fee ... £8 = \$ 79: When received, 7.1.29
Travelling Expenses (if any) \$ 50.
Total \$ 464

Handwritten signature J. Morrison Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 30 NOV 1928

Assigned Hunc 10.28 C.L.

