

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

APR - 2 1938

Date of writing Report

10

When handed in at Local Office

1/4/38 Port of

NEWCASTLE-ON-TYNE

No. in Survey held at  
Reg. Book.

on the

T.S. "TASAJERA"

Date, First Survey 30 July 1937

Last Survey 29 March 1938

(Number of Visits 72)

Built at

Hawerton Hill on Tyne

By whom built

Furness Shipbuilding Co. Ltd

Yard No. 285

Tons } Gross

When built 1938

Engines made at

WallSEND

By whom made

H. E. Marine Eng Co. Ltd

Engine No. 2895

When made 1938

Boilers made at

WallSEND

By whom made

H. E. Marine Eng Co. Ltd

Boiler No. 2895

When made 1938

Registered Horse Power

Owners

Largo Shipping Co.

Port belonging to

London

Nom. Horse Power as per Rule

318

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Carrying Oil in Bulk

## ENGINES, &amp;c.—Description of Engines

Twin Screw Triple Expansion

Dia. of Cylinders

16" x 26" x 48"

Length of Stroke

27

No. of Cylinders

Revs. per minute 130

No. of Cranks

6

Crank shaft, dia. of journals

as per Rule 8.07

as fitted 8.38

Crank pin dia.

8.38

Crank webs

Mid. length breadth

15.14

Thickness parallel to axis

5.14

Mid. length thickness

5.14

Thickness around eye-hole

5.14

Intermediate Shafts, diameter

as per Rule

as fitted 7.683

Thrust shaft, diameter at collars

as per Rule

as fitted 8.07

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted 8.55

Is the { tube } shaft fitted with a continuous liner {

Yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted 19/32

Thickness between bushes

as per Rule

as fitted 15/32

Is the after end of the liner made watertight in the

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

One length

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

its full length

If two liners are fitted, is the shaft lapped or protected between the liners

No

Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft

No

Propeller, dia.

10-6"

Pitch

9-6" Mean

No. of Blades

4

Material

Bronze

whether Movable

No

Total Developed Surface

48"

sq. feet

Feed Pumps worked from the Main Engines, No.

None

Diameter

Stroke

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

Stroke

Can one be overhauled while the other is at work

Yes

Feed Pumps { No. and size

2-9 1/2 x 7 x 21 1/2 (Aux) 9 1/2 x 7 x 21

Pumps connected to the

Main Bilge Line

No. and size

1-10 x 9 x 24

Ballast 4 1

9 1/2 x 7 x 21

General Service

How driven

Steam

Ballast Pumps, No. and size

1-10 x 9 x 24

Lubricating Oil Pumps, including Spare Pump, No. and size

None

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

Bilge Pumps;—In Engine and Boiler Room

1 aft @ 3"

2 @ 3"

5 x 4 Tank

2 @ 2 1/2"

Suctions, connected to both Main Bilge Pumps and Auxiliary

In Pump Room

2 @ 3"

Chain lockers

1 @ 2"

Off down

1 @ 4"

In Holds, &amp;c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size

2 @ 6"

No. and size

1 @ 4"

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

Oil Tankers

Machy aft

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

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

Yes

Are they fitted with Valves or Cocks

Both

Are the Overboard Discharges above or below the deep water line

Below

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

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

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

No tunnel

Is it fitted with a watertight door

worked from

None

MAIN BOILERS, &amp;c.—(Letter for record S)

Total Heating Surface of Boilers

5130 #

Is Forced Draft fitted

Yes

No. and Description of Boilers

Two single ended

Working Pressure

180 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED?

No

Is the donkey boiler intended to be used for domestic purposes only

No

PLANS. Are approved plans forwarded herewith for Shafting

3-5-37

Main Boilers

Yes

Auxiliary Boilers

None

Donkey Boilers

None

Superheaters

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

21-7-37

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

2 sets of piston rings for HP &amp; MP. and 1 for LP cylinders. 2 Eccentric straps, 1 air pump bucket and

1 circulating pump spindle, 1 screw shaft, 2 cast iron propellers, 1 pair bottom end braces, 1 pair top end braces, 1 set of

thrust pads, 2 condenser tubes, spare parts for feed &amp; ballast donkey pumps &amp; for fan engine, boiler tubes. 2 safety

valve springs.

The foregoing is a correct description,

THE NORTH EASTERN MARINE ENGINEERING CO. LTD.

John Neill

Director &amp; General Manager

Manufacturer.

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Lloyd's Register

Foundation

1937  
 June 30. Aug. 9. 19. Sep. 20. 22. 23. 29. Oct. 1. 4. 8. 12. 14. 22. 25. 27. 28. Nov. 1. 3. 5. 10.  
 17. 18. 22. 24. Dec. 1. 2. 3. 6. 7. 10. 13. 14. 15. 17. 22. 29. 1938  
 Jan. 4. 5. 7. 12. 13. 18. 19. 20. 21. 24. 25.  
 26. 31. Feb. 2. 3. 4. 7. 8. 11. 14. 15. 16. 17. 21. 24. Mar. 1. 2. 7. 10. 15. 17. 18. 24. 25. 28. 29.  
 During progress of work in shops - - -  
 During erection on board vessel - - -  
 Total No. of visits **72**

Dates of Examination of principal parts—Cylinders 29-12-37 Slides 28-10-37 Covers 29-12-37  
 Pistons 5-1-38 Piston Rods 4-1-38 Connecting rods 5-1-38  
 Crank shaft P. 7-12-37. S. 24-11-37 Thrust shaft 11-2-38 Intermediate shafts —  
 Tube shaft — Screw shaft 11-3-38 Propeller 24-2-38  
 Stern tube 16-2-38 Engine and boiler seatings 25-2-38 Engines holding down bolts 17-3-38  
 Completion of fitting sea connections 1-3-38  
 Completion of pumping arrangements 25-3-38 Boilers fixed 17-3-38 Engines tried under steam 25-3-38  
 Main boiler safety valves adjusted 24-3-38 Thickness of adjusting washers P  $\frac{1}{2}$ . A  $\frac{7}{16}$ ; S — F  $\frac{9}{16}$ . A  $\frac{9}{16}$ .  
 Crank shaft material *Steel* Identification Mark 24-11-37 LLOYDS N°2895 J.E.S. Thrust shaft material *Steel* Identification Mark 11-2-38 J.E.S.  
 Intermediate shafts, material — Identification Marks — Tube shaft, material — Identification Mark —  
 Screw shaft, material *Steel* Identification Mark 11-3-38 J.E.S. Steam Pipes, material *S.D. Steel* Test pressure 540 lbs Date of Test 18-3-38  
 Is an installation fitted for burning oil fuel *Yes* Is the flash point of the oil to be used over 150°F. *Yes*

Have the requirements of the Rules for the use of oil as fuel been complied with *Yes*  
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *Yes* If so, have the requirements of the Rules been complied with

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *Yes*  
 Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *"Roscan"* Report No 95770.

**General Remarks** (State quality of workmanship, opinions as to class, &c. *The machinery and boilers of this vessel have been built under Special Survey, in accordance with the Rules and approved plans. The materials and workmanship are good. It has been fitted on board in an efficient manner, tried under working conditions and is eligible in my opinion to be classed with record of + LMC 3-38, C.L., F.D., and fitted for oil fuel 3-38. F.P. above 150°F.*

The amount of Entry Fee ... £ 5 : 0 :  
 Special ... £ 72 : 14 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, **11 APR 1938**  
 When received, 5.4.19. 38 586.41

Committee's Minute

TUE 5 APR 1938

Assigned + LMC 3.38

Sta. for oil fuel *20 above 150°F*  
*20. C.L.*

*J. Selles*

Engineer Surveyor to Lloyd's Register of Shipping.



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