

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 Wallsend Date, First Survey 30 July 1937 Last Survey 29 March 1938
 Reg. Book. on the T.S. "TASAJERA" (Number of Visits 72)
 Built at Havelock 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 Tons Net 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, &c.—Description of Engines Twin Screw Triple Expansion Revs. per minute 130
 Dia. of Cylinders 16" x 26" x 48" Length of Stroke 27 No. of Cylinders 6 No. of Cranks 6
 Crank shaft, dia. of journals 8.07 as per Rule 8.38 as fitted 8.38 Crank pin dia. 8.38 Crank webs Mid. length breadth 15.14 shrunk Thickness parallel to axis 1.54
 Intermediate Shafts, diameter as per Rule 7.683 as fitted _____ Thrust shaft, diameter at collars as per Rule 8.07 as fitted 8.38 Thickness around eye-hole 1.54
 Tube Shafts, diameter as per Rule _____ as fitted _____ Screw Shaft, diameter as per Rule 8.55 as fitted 9.2 Is the tube shaft fitted with a continuous liner? Yes
 Bronze Liners, thickness in way of bushes as per Rule 19/32 as fitted 5/8 Thickness between bushes as per Rule 15/32 as fitted 17/32 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 _____ Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no If so, state type _____ Length of Bearing in Stern Bush next to and supporting propeller 42 1/2
 Propeller, dia. 10-6 Pitch 9-6 Mean No. of Blades 4 Material Brass whether Moveable 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 _____
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4 Stroke 18 1/2 Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 2-9 1/2 x 7 x 21 (Aux) 9 1/2 x 7 x 21 Pumps connected to the { No. and size 1-10 x 9 x 24 Ballast & 1 9 1/2 x 7 x 21 General Service
 { How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size 1-10 x 9 x 24 Lubricating Oil Pumps, including Spare Pump, No. and size _____
 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 1/4 Tank 2 @ 2 1/2" Suctions, connected to both Main Bilge Pumps and Auxiliary
 In Pump Room 2 @ 3" Chain lockers 1 @ 2" Offshore 1 @ 4" In Holds, &c. Oil Tanker

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 @ 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 4"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Oil Tanker. machy aft
 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 Below
 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 _____
 What pipes pass through the deep tanks none 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 no tunnel Is it fitted with a watertight door _____ worked from _____

MAIN BOILERS, &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 If so, is a report now forwarded? _____
 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 _____ Donkey Boilers _____
 (If not state date of approval) Superheaters _____ General Pumping Arrangements See 21-7-37 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 & MP and 1 for LP cylinders. 2 Eccentric straps, 1 air pump bucket & rod, 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 & ballast donkey pumps & for fan engine, boiler tubes. 2 safety valve springs.

The foregoing is a correct description,
THE NORTH EASTERN MARINE ENGINEERING CO., LTD.

John Neill

Manufacturer.

Director & General Manager.



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Lloyd's Register Foundation

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1937
 July 30. Aug. 9. 19. Sep. 20. 22. 23. 29. Oct. 1. 4. 8. 12. 14. 22. 25. 27. 28. Nov. 1. 3. 5. 10.
 1938
 17. 18. 22. 24. Dec. 1. 2. 3. 6. 7. 10. 13. 14. 15. 17. 22. 29. 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.

Dates of Survey while building
 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-F 1/2. A 7/16; S-F 9/16. A 9/16.		
Crank shaft material	Steel	Identification Mark	LLOYDS N°2895 24-11-37 J.E.S. 7-12-37	Thrust shaft material	Steel
Intermediate shafts, material	—	Identification Marks	—	Tube shaft, material	—
Screw shaft, material	Steel	Identification Mark	LLOYDS N°2895 11-3-38 J.E.S.	Steam Pipes, material	S.D. Steel
Is an installation fitted for burning oil fuel	Yes	Is the flash point of the oil to be used over 150°F.	Yes	Test pressure	540 lbs
Have the requirements of the Rules for the use of oil as fuel been complied with	Yes			Date of Test	18-3-38
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	Yes		
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.

Newcastle-on-Tyne

The amount of Entry Fee	£ 5 : 0	When applied for. 11 APR 1938
Special	£ 72 : 14	
Donkey Boiler Fee	£ :	When received. 5.4.19.38 586.4.
Travelling Expenses (if any)	£ :	

J. Selles
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 5 APR 1938

Assigned + LMC 3.38
 Sta. for oil fuel 3-38 above 150°F
 J.E.S.

