

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Report 21st Jan. 1953 When handed in at Local Office 11th Feb. 1953 Port of Hong Kong.
 Survey held at Hong Kong. Date, First Survey 13th Dec. 1952 Last Survey 17th Jan., 1953.
 (Number of Visits 24)
 the S.S. "SAN EDUARDO" (Ex S.S. "TSINAN")
 Hong Kong. By whom built Taikoo Dock & Eng. Co. of HK Ltd. Yard No. 249
 Made at Hong Kong By whom made T.D. & E. Co. of HK Ltd. Engine No. 189 When built 1930
 Made at Hong Kong By whom made T.D. & E. Co. of HK Ltd. Boiler No. 189 When made 1930
 Horse Power 1500 IHP Owners Cambay Prince S.S. Co. Ltd. Port belonging to Hong Kong.
 Power as per Rule 300 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 which vessel is intended General.

&c.—Description of Engines Steam reciprocating, Triple expansion, Surface condensing. Revs. per minute 92
 Dimensions 20 1/2" x 33" x 53" Length of Stroke 39" No. of Cylinders 3 No. of Cranks 3
 as per Rule
 Diameter of journals as fitted 11 1/2" Crank pin dia. 11 1/2" Mid. length breadth Max. 2'-10" Min. 1'-9 1/2" Thickness parallel to axis 7-3/8"
 as fitted 11 1/2" Crank webs Mid. length thickness 7-3/8" Thickness around eye-hole 5"
 Shafts, diameter as per Rule 10-7/8" Thrust shaft, diameter at collars as per Rule 1'-11 1/2"
 as fitted 10-7/8" Is the { tube } shaft fitted with a continuous liner { No
 as fitted 12-5/8" Is the { screw }
 Thickness in way of boxes Vickers Packing. Thickness between bushes as per Rule
 as fitted 4" Is the after end of the liner made watertight in the
 Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of 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
 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
 If so, state type Vickers "Vista" Length of Bearing in Stern Bush next to and supporting propeller 5'-0"
 14'-0" Pitch 13'-0" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 54 sq. feet
 worked from the Main Engines, No. 2 Diameter 3" Stroke 19 1/2" Can one be overhauled while the other is at work No
 worked from the Main Engines, No. 2 Diameter 3" Stroke 19 1/2" Can one be overhauled while the other is at work No
 and size 2 Weirs - 6"x8 1/2"x18" Pumps connected to the Main Bilge Line { No. and size 2- Vertical Duplex - one 9"x10"x10"; one 6"x6"x6"
 driven Steam How driven Steam
 No. and size one 9" x 10" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size
 Independent means arranged for circulating water through the Oil Cooler
 Suctions, connected both to Main Bilge Pumps and Auxiliary
 In Engine and Boiler Room 5 - main suction; 4 - cofferdam suction.
 In Holds, &c. 4 - to ford. holds; 4 - to aft holds; 1 - to
 tunnel well.
 Circulating Pump Direct Bilge Suctions, No. and size one - 7" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
 4 - 2 1/2" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 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
 Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both
 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 Both
 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
 pass through the bunkers How are they protected
 pass through the deep tanks Have they been tested as per Rule
 Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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
 to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from above freeboard
 deck.

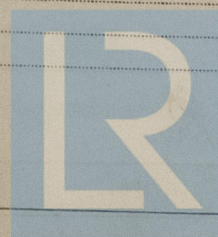
Boilers, &c.—(Letter for record S) Total Heating Surface of Boilers 4936 square feet.
 Are fitted with Forced Draft All Which Boilers are fitted with Superheaters All
 Description of Boilers Two - 14'-9" dia. x 11'-9" long. Working Pressure 200 P.S.I.
 REPORT ON MAIN BOILERS NOW FORWARDED? Yes.
 DONKEY BOILER FITTED? No. If so, is a report now forwarded?
 Is boiler be used for other than domestic purposes
 Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval) Plans forwarded previously & approved.
 General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

gear required by the Rules been supplied Yes.
 principal additional spare gear supplied

foregoing is a correct description.

Manufacturer.



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012473-012482-0216

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits

Dates of Examination of principal parts—Cylinders 13-12-52 to 17-1-53 Slides 13-12-52 to 17-1-53 Covers 13-12-52 to 17-1-53
Pistons 13-12-52 to 17-1-53 Piston Rods 13-12-52 to 17-1-53 Connecting rods 13-12-52 to 17-1-53
Crank shaft 13-12-52 to 17-1-53 Thrust shaft 13-12-52 to 17-1-53 Intermediate shafts 13-12-52 to 17-1-53
Tube shaft - Screw shaft 4-9-51 Propeller 6-1-53
Stern tube 4-9-51 Engine and boiler seatings 13-12-52 to 17-1-53 Engines holding down bolts 13-12-52 to 17-1-53

Completion of fitting sea connections -
Completion of pumping arrangements 16-1-53 Boilers fixed - Engines tried under steam 17-1-53
Main boiler safety valves adjusted 15-1-53 Thickness of adjusting washers Port - in 5/16, out 15/32 Stbd. - in 11/32

Crank shaft material Steel Identification Mark Thrust shaft material Steel Identification Mark

Intermediate shafts, material Steel Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Steel Identification Mark Steam Pipes, material S/D steel Test pressure 400 lbs \square Date of Test

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 No ☒ 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 No ☒

Is this machinery duplicate of a previous case No ☒ If so, state name of vessel

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

The machinery of this vessel was built under the survey of the Hong Kong Govt. for Passenger Certificate.

Machinery & Boilers have at this time been opened up, examined & were found to be in good order.

Scantlings which have been well maintained were verified against drawings (which were forwarded & approved) & are as given on this Report. Material used was during the construction subjected to Hong Kong Government Tests & Requirements with satisfactory results and on examination of documents locally show them to be in conformity with the Society's Rules.

Workmanship is good.

The Machinery of this vessel is eligible in my opinion to be classed in the Book 1, 53 with record of LMC 1, 53 & notation "Fitted for oil fuel 1, 53, F.P. above 150° F."

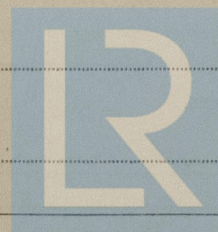
| | | | | |
|------------------------------|---|-----------|---|-------------------|
| The amount of Entry Fee | £ | Charged | : | When applied for, |
| Special | £ | Rpt. 9 | : | 19 |
| Donkey Boiler Fee | £ | No. 11325 | : | When received, |
| Travelling Expenses (if any) | £ | : | : | 19 |

Date

TUES. 21 APR 1953

Committee's Minute

A. Y. Sinclair
Engineer Surveyor to Lloyd's Register



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