

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 9 DEC 1926

Date of writing Report Nov 1st 1926 When handed in at Local Office Nov 2nd 1926 Port of HONGKONG
 No. in Survey held at HONGKONG Date, First Survey 25th May 1926 Last Survey Oct. 30th 1926
 Reg. Book. Single (Number of Visits 37)
 on the Steel Screw Tug "CHANG NAM" Tons { Gross 127.44
 Net 6.93
 Built at Hong Kong By whom built HK + Whampoa Dock Co. Ltd Yard No. 630 When built 10-1926
 Engines made at Hong Kong By whom made HK + Whampoa Dock Co. Ltd Engine No. 377 when made 10-1926
 Boilers made at Hong Kong By whom made HK + Whampoa Dock Co. Ltd Boiler No. 709 when made 10-1926
 Registered Horse Power Owners Menam River Towing & Lighter Co Port belonging to Bangkok
 Nom. Horse Power as per Rule 70.69 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No

ENGINES, &c.—Description of Engines Triple Expansion, Surface condensing
 Dia. of Cylinders 11 1/2 x 19 1/2 x 32 Length of Stroke 18" Revs. per minute 190 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 5.775" as fitted 6" Dia. of Crank pin 6 1/4" Crank webs Mid. length breadth 5.5" Mid. length thickness 5.5" Thickness parallel to axis 3 7/8" Thickness around eye-hole 2 7/8"
 Diameter of Thrust shaft under collars as per rule 5.775" as fitted 6 3/4" Diameter of Tunnel shaft as per rule 5.5" as fitted 5 7/8" Diameter of Screw shaft as per rule 6.04" as fitted 6 1/2" Is the Screw shaft fitted with a continuous liner the whole length of the stern tube Yes 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 joints burned Yes If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated Yes Length of Stern Bush 2'-4" Diameter of Propeller 78"
 Pitch of Propeller 7'-3" No. of Blades 3 State whether Moveable Fixed Total Surface 24 square feet.
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 2" Stroke 9" Can one be overhauled while the other is at work Yes
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 2" Stroke 9" Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 1-Feed 6x6x4" Vert. Duplex. 1-Bilge 6x7x7" Vert. Duplex
 No. and size of Pumps connected to the Main Bilge Line 2-2" on main engines, 1-6x7x7" Vert. Duplex
 No. and size of Ballast Pumps 1-6x7x7" Vert. Duplex No. and size of Lubricating Oil Pumps, including Spare Pump 1-2" on main engines, 1-6x7x7" Vert. Duplex
 Are two independent means arranged for circulating water through the Oil Cooler Yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2-2" in E.R. 3-2" in B.R. and in Holds, &c. 1-2" in Fore hold and 1-2" in aft hold.

No. and size of Main Water Circulating Pump Bilge Suctions 1-4" No. and size of Donkey Pump Direct Suctions 1-2 1/2"
 to the Engine Room Bilges 1-2 1/2" 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 connections with the sea direct on the skin of the ship Yes Are they 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 Discharge Pipes 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 None How are they protected 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 Screw Shaft Tunnel watertight None Is it fitted with a watertight door Yes worked from Yes

MAIN BOILERS, &c.—(Letter for record Yes) Total Heating Surface of Boilers 1346.4 158
 Is Forced Draft fitted No No. and Description of Boilers 1-5.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? Yes

PLANS. Are approved plans forwarded herewith for Shafting 8/7/26 Main Boilers 8/7/26 Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval)
 General Pumping Arrangements 16/7/26 Oil fuel Purning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—Two connecting rod top end bolts & nuts; Two bottom end bolts & nuts; Two main bearing bolts & nuts; one set coupling bolts & nuts; one set of feed & bilge pump valves; one set of air pump valves; one set springs for each piston; one set of safety valve springs; one spring for each escape valve; 4% of total number of condenser tubes & females; 5% of total number of boiler tubes; 1/2 set of firebars for one furnace; Fifty bolts & nuts assorted; Six bars of iron assorted; one dozen gauge glasses.

HONGKONG & WHAMPOA DOCK CO., LTD.

The foregoing is a correct description

R. H. Dyer
Chief Manager.

Manufacturer.



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Lloyd's Register

Foundation

012810-012817-0125

1926
 May 25th, June 5th, 10th, 12th, 15th, 19th, 21st, 24th, 28th, 30th - July 3rd, 7th, 14th, 16th, 21st, 28th, Aug. 7th
 During progress of work in shops - - 12th, 17th, 24th, 31st, Sept. 2nd, 6th, 8th, 13th, 16th, 20th, 24th, 28th Oct. 6th.
 Dates of Survey while building During erection on board vessel - - - Oct. 18th, 21st, 23rd, 25th, 27th, 28th, + 30th.
 Total No. of visits 37

Dates of Examination of principal parts - Cylinders 2/9/26 Slides 2/9/26
 Covers 2/9/26 Pistons 2/9/26 Rods 24/9/26
 Connecting rods 24/9/26 Crank shaft 16/9/26 Thrust shaft 16/9/26
 Tunnel shafts 16/9/26 Screw shaft 16/9/26 Propeller 16/9/26
 Stern tube 16/9/26 Engine and boiler seatings 24/9/26 Engines holding down bolts 21/10/26
 Completion of pumping arrangements 25/10/26 Boilers fixed 21/10/26 Engines tried under steam 28/10/26
 Completion of fitting sea connections 24/9/26 Stern tube 20/9/26 Screw shaft and propeller 28/10/26
 Main boiler safety valves adjusted 25/10/26 Thickness of adjusting washers $P = 7/16$ $S = 5/16$
 Material of Crank shaft O. H. Steel Identification Mark on Do. LLOYD'S N° 272 Hkg. T. S. M.
 Material of Thrust shaft O. H. Steel Identification Mark on Do. - do -
 Material of Tunnel shafts O. H. Steel Identification Marks on Do. - do -
 Material of Screw shafts O. H. Steel Identification Marks on Do. - do -
 Material of Steam Pipes S. D. Copper ✓ Test pressure 500 lbs. ✓ Date of Test 21/10/26
 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 No ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The materials have been tested by the Surveyors to this Society and constructed as shown + amended on approved plans, copies of which are in the London office.
 The workmanship is good and it is recommended that the vessel be classed with Lloyd's Machinery Certificate and the record of + L. M. C. 10-1926 be made in the Register Book.

Identification mark on boiler :-

N° 161 Hkg
 LLOYD'S TEST
 335 lbs.
 W.P. 190 lbs.
 T. S. M. 18/10/26

Forging reports enclosed.

Full power trials were run over measured course + machinery worked satisfactorily. Speed of vessel 10.2 knots, Revs. 190 per minute, I. H. P. 450.

It is submitted that this vessel is eligible for THE RECORD + LMC 10.26. CL

Engine Surveyor to Lloyd's Register of Shipping,

The amount of Entry Fee ... £4 = £41: ✓ When applied for, 30th Oct 1926
 Special Survey ... £35 = £360: ✓ When received, 1.12.1926
 Donkey Boiler Fee ... £ - : :
 Travelling Expenses (if any) £ - £ 75: ✓

Committee's Minute FRI. 10 DEC 1926

Assigned

See other report

FRI. 31 DEC 1926

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