

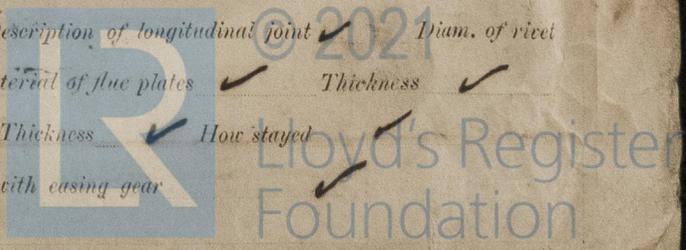
REPORT ON MACHINERY.

Port of Newcastle Received at London Office 18
 No. in Survey held at Newcastle Date, first Survey 21 Dec 91 Last Survey 28 Oct 92 1892
 Reg. Book. on the S.S. Port Melbourne (Number of Visits 27) Tons { Gross 4640 Net 3011
 Master J.R. Smith Built at Newcastle By whom built Hawthorn Leslie & Co When built 1892
 Engines made at Newcastle By whom made Hawthorn Leslie & Co when made "
 Boilers made at "Newcastle By whom made "Hawthorn Leslie & Co when made "Newcastle
 Registered Horse Power 650 Owners Anglo Australasian Steam Navigation Co Port belonging to London
 Nom. Horse Power as per Section 28 528

Report Received 2/11/92 sent to London 12/11/92

ENGINES, &c. — Description of Engines Triple expansion No. of Cylinders Three
 Diameter of Cylinders 30-49-78 Length of Stroke 52 Revolutions per minute 60 Diameter of Screw shaft 14
 Diameter of Tunnel shaft 13 Diameter of Crank-shaft journals 4 3/4 Diameter of Crank pin 15 Size of Crank webs 28 dia x 10
 Diameter of screw 18.0 Pitch of screw 20.6 No. of blades 4 State whether moveable Y Total surface 93 sq
 No. of Feed pumps 2 Diameter of ditto 4 1/2 Stroke 27 Can one be overhauled while the other is at work Y
 No. of Bilge pumps 2 Diameter of ditto 4 1/2 Stroke 27 Can one be overhauled while the other is at work Y
 No. of Donkey Engines Two Sizes of Pumps 7 1/2 x 4 1/2 x 10 & 12 x 8 1/2 x 14 No. and size of Suctions connected to both Bilge and Donkey pumps
 In Engine Room S. 3. C 4 P. 3 in Main hold P. 3. S 3 In Holds, &c. Fore hold P. 3. S. 3 Main hold P. 3
S. 3. Bunker Port 3. S 3 after main hold P 3 S 3 after hold C 3 - Tunnel well 3
 No. of bilge injections 1 sizes 7 1/2 Connected to condenser, on to circulating pump Y Is a separate donkey suction fitted in Engine room & size Y 3
 Are all the bilge suction pipes fitted with roses Y Are the roses in Engine room always accessible Y Are the sluices on Engine room bulkheads always accessible Y
 Are all connections with the sea direct on the skin of the ship Y Are they Valves or Cocks both
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Y Are the discharge pipes above or below the deep water line at line
 Are they each fitted with a discharge valve always accessible on the plating of the vessel Y Are the blow off cocks fitted with a spigot and brass covering plate Y
 What pipes are carried through the bunkers bold suction How are they protected efficiently cladded
 Are all pipes, cocks, valves, and pumps in connection with the machinery and all boiler mountings accessible at all times Y
 Are the bilge suction pipes, cocks, and valves arranged so as to prevent any communication between the sea and the bilges Y
 When were stern tube, propeller, screw shaft, and all connections examined in dry dock new Is the screw shaft tunnel watertight Y
 Is it fitted with a watertight door Y worked from top engine platform

BOILERS, &c. — (Letter for record a) Total Heating Surface of Boilers 9152
 No. and Description of Boilers Two double ended Working Pressure 160 Tested by hydraulic pressure to 320
 Date of test 14.9.92 Can each boiler be worked separately Y Area of fire grate in each boiler 106 sq No. and Description of safety valves to each boiler Two - spring Area of each valve 15.90 Pressure to which they are adjusted 160 lbs Are they fitted with easing gear Y Smallest distance between boilers or uptakes and bunkers or woodwork one foot Mean diameter of boilers 15.6
 Length 17.6 Material of shell plates clad Thickness 1 1/2 Description of riveting: circum. seams double lap long. seams flange joint
 Diameter of rivet holes in long. seams 1 1/16 Pitch of rivets 9 3/16 x 6 1/2 Lap of plates or width of butt straps 24 7/8 x 16 3/8
 Per centages of strength of longitudinal joint 86 Working pressure of shell by rules 160 Size of manhole in shell 12 x 16
 Size of compensating ring 7 x 1 1/8 No. and Description of Furnaces in each boiler both plain Material clad Outside diameter 39
 Length of plain part 3.0 Thickness of plates 1 1/2 Description of longitudinal joint welded No. of strengthening rings one
 Working pressure of furnace by the rules 183 Combustion chamber plates: Material clad Thickness: Sides 3/16 Back 3/16 Top 3/16 Bottom 1/2
 Pitch of stays to ditto: Sides 8 Back 8 Top 8 If stays are fitted with nuts or riveted heads cut Working pressure by rules 171
 Material of stays iron Diameter at smallest part 1 1/2 Area supported by each stay 64 sq Working pressure by rules 160 End plates in steam space: Material clad Thickness 29/32 Pitch of stays 16 How are stays secured draw Working pressure by rules 169 Material of stays iron
 Diameter at smallest part 5.4 Area supported by each stay 256 sq Working pressure by rules 160 Material of Front plates at bottom clad
 Thickness 3/4 Material of Lower back plate iron Thickness 1 1/2 Greatest pitch of stays 16 Working pressure of plate by rules 160
 Diameter of tubes 3 1/2 Pitch of tubes 4 3/4 Material of tube plates clad Thickness: Front 3/4 Back 13/16 Mean pitch of stays as plan
 Pitch across wide water spaces 15 Working pressures by rules 160 Girders to Chamber tops: Material iron Depth and thickness of girder at centre 7 1/2 x 1 1/2 Length as per rule 26 Distance apart 8 1/2 Number and pitch of Stays in each 2 - 8
 Working pressure by rules 160 Superheater or Steam chest; how connected to boiler Y Can the superheater be shut off and the boiler worked separately Y
 Diameter Y Length Y Thickness of shell plates Y Material Y Description of longitudinal joint Y Diam. of rivet holes Y Pitch of rivets Y Working pressure of shell by rules Y Diameter of flue Y Material of flue plates Y Thickness Y
 If stiffened with rings Y Distance between rings Y Working pressure by rules Y End plates: Thickness Y How stayed Y
 Working pressure of end plates Y Area of safety valves to superheater Y Are they fitted with easing gear Y



REPORT ON MACHINERY

DONKEY BOILER— Description *June*

Made at _____ By whom made _____ When made _____ Where fixed _____

Working pressure _____ tested by hydraulic pressure to _____ No. of Certificate _____ Fire grate area _____ Description of safety valves _____

No. of safety valves _____ Area of each _____ Pressure to which they are adjusted _____ If fitted with easing gear _____ If steam from main boilers can enter the donkey boiler _____

Diameter of donkey boiler _____ Length _____ Material of shell plates _____ Thickness _____

Description of riveting long. seams _____ Diameter of rivet holes _____ Whether punched or drilled _____ Pitch of rivets _____

Lap of plating _____ Per centage of strength of joint _____ Thickness of shell crown plates _____ Radius of do. _____ No. of Stays to do. _____

Dia. of stays _____ Diameter of furnace Top _____ Bottom _____ Length of furnace _____ Thickness of furnace plates _____ Description of joint _____ Thickness of furnace crown plates _____ Stayed by _____ Working pressure of shell by rules _____

Working pressure of furnace by rules _____ Diameter of uptake _____ Thickness of uptake plates _____ Thickness of water tubes _____

SPARE GEAR. State the articles supplied:— *beam shaft, an + pump bucket rod + guard circulating pump bucket work, 2 top end, 2 bottom end 2 main bearing and set of emptying bolts, Valve spindle, feed pump ram, eccentric strap, belt feed pump valves, 2 propeller blades, piston springs etc etc*

The foregoing is a correct description, _____ and ordinary engine room outfit

Manufacturer _____

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

For **R. & W. HAWTHORN, LESLIE & CO., LIMITED,**
J. Marshall DIRECTOR

The machinery of the vessel has been constructed under special survey the materials and workmanship are sound and good and eligible, in my opinion, to be classed + L.M.C. 10.92 in the Society's Register Book.

The vessel sailed without having the safety valves adjusted and it was stated that this would be done on the arrival in London.

Boiler tracings will be forwarded with sister ship and in hand.

is submitted that this vessel WILL be classed for + L.M.C. with date when the safety valves have been adjusted in London

The London Surveyors should be advised

C. J.
11. 11. 92

Certificate (if required) to be sent to *Newcastle Office*

The amount of Entry Fee..	£ 0 : 0 : 0	When applied for,
Special	£ 46 : 18 : 0	10/11/92
Donkey Boiler Fee .. .	£ .. .	When received,
Travelling Expenses (if any) £	12 : 11 : 0	12/11/92

John F. Walker
Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

MACHINERY CERTIFICATE WRITTEN. TUES. 15 NOV 1892

Committee's Minute

Assigned

+ L.M.C. 11, 92



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The Surveyors are requested not to write on or destroy the space for Committee's Minutes