

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 1<sup>st</sup> Oct 1926 When handed in at Local Office 4<sup>th</sup> Oct 1926 Port of WEST HARTLEPOOL  
 No. in Survey held at West Hartlepool Date, First Survey 16<sup>th</sup> April Last Survey 2<sup>nd</sup> October 1926  
 Reg. Book. on the S.S. "TALANG AKAR" (Number of Visits 65)  
 Built at Middlesbrough By whom built Furness S.B. & Co. Ltd Yard No. 107 Tons Gross Net 1926  
 Engines made at Hartlepool By whom made Richardsons Westgarth Engine No. 2658 when made 1926  
 Boilers made at ditto By whom made do & Co. Ltd Boiler No. 2658 when made 1926  
 Registered Horse Power Owners Port belonging to  
 Nom. Horse Power as per Rule 230 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 Trade for which Vessel is intended Ocean going

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 87  
 Dia. of Cylinders 19" 30" 49" Length of Stroke 36" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 9.9" as fitted 10" Crank pin dia. 10 1/2" Mid. length breadth 16" Thickness parallel to axis 6 1/2"  
 Intermediate Shafts, diameter as per Rule 9.43" as fitted Thrust shaft, diameter at collars as per Rule 9.9" as fitted 10 3/8"  
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 10.47" as fitted 11" Is the tube screw shaft fitted with a continuous liner yes  
 Bronze Liners, thickness in way of bushes as per Rule .616 as fitted 1/16" Thickness between bushes as per Rule .462 as fitted 1/32" 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 yes  
 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 yes  
 If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no  
 Length of Bearing in Stern Bush next to and supporting propeller 4 1/4"  
 Propeller, dia. 12' 6" Pitch 11' 6" No. of Blades 4 Material Bronze whether Movable yes Total Developed Surface 54 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 20" Can one be overhauled while the other is at work yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 20" Can one be overhauled while the other is at work yes  
 Feed Pumps { No. and size 2 main 3" x 20" 2 general purpose 7 1/2" x 5" x 8" duplex Pumps connected to the { No. and size 2 main 3 1/2" x 20" 1 Ballast 9" x 18" x 10" duplex  
 How driven Steam Main Bilge Line How driven Steam  
 Ballast Pumps, No. and size 1. 9" x 10" x 10" duplex Lubricating Oil Pumps, including Spare Pump, No. and size  
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room 3 of 3" 1 of 2 1/2" in forward well 1 of 2 1/2" engine pump  
 In Holds, &c. Holds pumped by cargo pumps. direct

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1. 7" Independent Power Pump Direct Suctions to the Engine Room Bilges.  
 No. and size 1 of 4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes No tunnel. Holds pumped by cargo pumps.  
 Are the Bilge Suctions in the Machinery Space led from easily accessible man-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 yes  
 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 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  
 That Pipes are carried through the bunkers none How are they protected  
 That 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 3649 sq. ft.  
 Forced Draft fitted yes No. and Description of Boilers 2 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?

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers yes Auxiliary Boilers Donkey Boilers  
 (If not state date of approval)  
 Preheaters General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:—2 Con. rod top end bolts & nuts, 2 bottom end ditto  
 1 main bearing ditto, 1 set coupling ditto, 1 set valves and seats for feed  
 bilge pumps, 1 piston rod, 1 slide rod, 1 crank pin bearing, 2 eccentric straps  
 air pump rod, 1 set air pump valves, 1 feed pump plunger, 1 propeller shaft,  
 propeller blades & 3 studs & nuts, 25 condenser tubes. For Cent. air pump  
 impeller shaft, 1 piston rod shoe, 1 top & bottom end bearing, 1 piston with rings,  
 feed check valves, 1 safety valve spring, 13 boiler tubes,  
 1 aux. feed pump, 1 suction valve, 1 delivery valve, 1 set piston rings  
 for all pistons of main engines. Assorted bolts, nuts & iron.

The foregoing is a correct description,  
 For RICHARDSONS, WESTGARTH & Co. LIMITED.

L. D. Wright

DIRECTOR AND GENERAL MANAGER

Manufacturer.



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Lloyd's Register  
 Foundation

W1075-0169

1926.  
 During progress of work in shops - - -  
 Dates of Survey while building - - -  
 Total No. of visits 65

Dates of Examination of principal parts—Cylinders 3.5.26—22.6.26 Slides 28.5.26—1.7.26 Covers 5.5.26—28.5.26  
 Pistons 13.5.26—28.5.26 Piston Rods 16.4.26—28.5.26 Connecting rods 21.4.26—28.5.26  
 Crank shaft 23.4.26—7.6.26 Thrust shaft 1.6.26—21.7.26 Intermediate shafts ✓  
 Tube shaft ✓ Screw shaft 9.7.26—17.8.26 Propeller 16.6.26—8.7.26  
 Stern tube 28.5.26—19.8.26 Engine and boiler seatings 5.7.26 Indl. Engines holding down bolts 13.9.26  
 Completion of pumping arrangements 29.9.26 Boilers fixed 16.9.26 Engines tried under steam 24.9.26  
 Main boiler safety valves adjusted 24.9.26 Thickness of adjusting washers P.P.  $\frac{3}{8}$  S  $\frac{3}{8}$  S P  $\frac{1}{4}$  S  $\frac{3}{8}$   
 Crank shaft material S.M. Ingot Steel Identification Mark 5198 D Thrust shaft material S.M. Ingot S Identification Mark 5198 D  
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material S.M. Ingot S Identification Mark 5198 D Steam Pipes, material L.W. Steel Test pressure 540 Date of Test 5.7.26 Gls. 22.9.26  
 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 carrying and burning oil fuel been complied with yes  
 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.)

An exhaust steam feed heater has been fitted the body of which was tested to 50lbs and the coils and headers to 400lbs.

This vessel's machinery has been built and installed under Special Survey.

The materials and workmanship are good and efficient.

On completion it was tried under full steam and found satisfactory, and is now eligible in my opinion to have the notation  $\boxplus$  L.M.C. 10.26.

The electric lighting installation has been completed and tried under working conditions and found satisfactory.

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

Fitted for oil fuel 10.26 FP above 150°F. JWD

The amount of Entry Fee ... £ 4 : 0 :  
 Special ... £ 57 : 10 :  
 Donkey Boiler Fee ... £ ✓  
 Travelling Expenses (if any) £ ✓

When applied for, 5.10.26  
 When received, 12.10.26

R.D. Shilston.  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute F.M.I. 8 OCT 1920

Assigned + Lmc 10.26

FD CL



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