

Rpt. 4.

No. 96584

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

AUG 25 1938

Received at London Office

Date of writing Report 19 When handed in at Local Office 12/7/38 Port of Newcastle-on-Tyne  
 No. in Survey held at Wallsend Date, First Survey 1<sup>st</sup> Dec 1937 Last Survey 9<sup>th</sup> Aug 1938  
 Reg. Book. on the Steam Tug Vessel "LA CARRIERE" (Number of Visits 79) Tons Gross 5685 Net 3231  
 Built at Wallsend By whom built Swan Hunter & Wigham Richardson Ltd Yard No. 1555 When built 1938  
 Engines made at Wallsend By whom made Wallsend Slipway & Eng Co. Engine No. 933 When made 1938  
 Boilers made at Wallsend By whom made Wallsend Slipway & Eng Co. Boiler No. 933 When made 1938  
 Registered Horse Power Owners Trinidad Leaseholds Limited Port belonging to London  
 Nom. Horse Power as per Rule 590 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which Vessel is intended

**ENGINES, &c.**—Description of Engines Triple Expansion Revs. per minute 75  
 Dia. of Cylinders 26" x 44" x 74" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 14.55" as fitted 14 3/4" Crank pin dia. 15 1/4" Crank webs Mid. length breadth 24" Thickness parallel to axis 9 5/8" shrunk  
 Intermediate Shafts, diameter as per Rule 13.86" as fitted 14" Thrust shaft, diameter at collars as per Rule 14.55" as fitted 14 3/4"  
 Tube Shafts, diameter as per Rule — as fitted — Screw Shaft, diameter as per Rule 15.44" as fitted 16" Is the tube screw shaft fitted with a continuous liner Yes  
 Bronze Liners, thickness in way of bushes as per Rule 25.5" as fitted 25 1/2" Thickness between bushes as per Rule 19.5" as fitted 22 3/4" 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 No joint full 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 No  
 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 66" Total Developed Surface 110 sq. feet  
 Propeller, dia. 19'-0" Pitch 15'-0" No. of Blades 4 Material Bronze whether Movable No  
 Feed Pumps worked from the Main Engines, No. — Diameter — Stroke — Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 3/4" Stroke 26" Can one be overhauled while the other is at work Yes  
 Feed Pumps No. and size Two 10 1/2" x 8" x 22" and 8 1/2" x 6" x 18" Pumps connected to the Main Bilge Line No. and size one 10" x 12" x 12" How driven Steam  
 Ballast Pumps, No. and size one 10" x 12" x 12" 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 1 @ 3 1/2" 2 @ 3" + 2 @ 2" (from scavenger) In Pump Room 1 @ 2" midship 1 @ 3" aft 1 @ 3" In Holds, &c. Oil tanks: Fore hold 2 @ 2 1/2"

**Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8"** Independent Power Pump Direct Suctions to the Engine Room, Bilges, No. and size 1 @ 5"  
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes No tunnel — oil tanks  
 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 Both above & below  
 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 & 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 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 Shaft Tunnel watertight No tunnel Is it fitted with a watertight door — worked from —

**MAIN BOILERS, &c.**—(Letter for record 5) Total Heating Surface of Boilers 8563 sq ft 8563-5  
 Is Forced Draft fitted Yes No. and Description of Boilers Three single ended Working Pressure 220 lbs  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes  
 Is the donkey boiler intended to be used for domestic purposes only Yes

**PLANS.** Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers — Donkey Boilers —  
 Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes  
 State the principal additional spare gear supplied 1 propeller shaft, 1 valve spindle, 2 eccentric straps, & 1 pair of main bearing brasses.

The foregoing is a correct description,  
 FOR THE WALLSEND SLIPWAY & ENGINEERING CO. LIMITED.

J. N. Therson.

DIRECTOR.

Manufacturer.



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Lloyd's Register Foundation



1937 1938  
Dec. 1. 2. 3. Jan. 7. 13. 18. Feb. 1. 7. 10. 14. 18. 22. 28. Mar. 2. 7. 9. 11. 14. 16. 17. 18. 21. 22. 23. 28. 31.  
During progress of work in shops - - -  
Apr. 1. 5. 7. 8. 14. 21. 22. 25. 28. May 4. 5. 6. 10. 17. 18. 19. 24. 25. 27. 31. June 7. 8. 9. 14. 15. 16.  
Dates of Survey while building  
During erection on board vessel - - -  
17. 27. 28. 29. 30. July 1. 4. 5. 6. 12. 13. 15. 19. 20. 21. 25. 26. 29. 31. Aug 2. 3. 5. 9.  
Total No. of visits 79.

Dates of Examination of principal parts—Cylinders 5-4-38 Slides 25-5-38 Covers 5-4-38  
Pistons 22-4-38 Piston Rods 22-4-38 Connecting rods 22-4-38  
Crank shaft 8-4-38 Thrust shaft 8-4-38 Intermediate shafts 10-5-38  
Tube shaft — Screw shaft 5-4-38 Propeller 25-4-38  
Stern tube 6-5-38 Engine and boiler seatings 31-5-38 Engines holding down bolts 6-7-38  
Completion of fitting sea connections 31-5-38  
Completion of pumping arrangements 8-8-38 Boilers fixed 6-7-38 Engines tried under steam 25-7-38  
Main boiler safety valves adjusted 25-7-38 Thickness of adjusting washers P 2 1/32" S 7/16" F 5 1/32" SH 7/16" SH 7/16" LLOYDS. NO 7597. H.A.I. J.E.S.  
Crank shaft material Steel Identification Mark 8-4-38 J.E.S. Thrust shaft material Steel Identification Mark 8-4-38 J.E.S.  
Intermediate shafts, material Steel Identification Marks LLOYDS. NO 7597 H.A.I. Tube shaft, material — Identification Mark —  
Screw shaft, material Steel Identification Mark 5-4-38 J.E.S. Steam Pipes, material S.D. Steel Test pressure 660 lbs Date of Test 21-7-38  
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 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  
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. This machinery has 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 found satisfactory and is eligible in my opinion to be classed with record of + LMC. 8-38: CL: F.D.: 3 SB (Spt). Fitted for oil fuel 8-38, F.P above 150°F.

The amount of Entry Fee ... £ 6 : 0 : When applied for, 22 AUG 1938  
Special ... £ 104 : 10 :  
Donkey Boiler Fee ... £ : : When received, 14/9 1938  
Travelling Expenses (if any) £ : :  
Committee's Minute FRI 2 SEP 1938  
Assigned + LMC. 8.38  
Fitted for oil fuel 8.38 F.P above 150°F  
FD CL Spt.