

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

AUG 25 1938

Received at London Office

Date of writing Report 17/7/38 When handed in at Local Office 17/7/38 Port of Newcastle-on-Tyne
 No. in Survey held at Wallsend Date, First Survey 1st Dec 1937 Last Survey 9th 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 Crank pin dia. 15.4 Crank webs Mid. length breadth 24 Thickness parallel to axis 9.58
 as fitted 14.3/4 Crank pin dia. 13.86 Mid. length thickness 9.58 shrunk Thickness around eye-hole 7
 Intermediate Shafts, diameter as per Rule _____ as fitted 14 Thrust shaft, diameter at collars as per Rule 14.55
 as fitted _____ as fitted 14.3/4
 Tube Shafts, diameter as per Rule _____ as fitted _____ Screw Shaft, diameter as per Rule 15.44 Is the { tube } shaft fitted with a continuous liner { Yes }
 as fitted _____ as fitted 16 as per Rule 19 { screw }
 Bronze Liners, thickness in way of bushes as per Rule 25 Thickness between bushes as per Rule 19 Is the after end of the liner made watertight in the
 as fitted 25 as fitted 22.3/2 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
 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 Plastic full length
 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
 Propeller, dia. 19-0 Pitch 15-0 No. of Blades 4 Material Brongze whether Movable no Total Developed Surface 110 sq. feet
 Feed Pumps worked from the Main Engines, No. _____ Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____
 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; one 8 1/2 x 6 x 18 Pumps connected to the { No. and size one 10 x 12 x 12 }
 { How driven Steam Main Bilge Line { 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 casals) 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
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks _____
 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 _____
 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 8565
 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 _____
 PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers _____ Donkey Boilers _____
 Superheaters Yes (If not state date of approval) 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. A. Pherson

DIRECTOR

Manufacturer.



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Lloyd's Register Foundation

1937 1938
 Dec. 1. 23. 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. 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 3/32" 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 60 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 Yes If so, have the requirements of the Rules been complied with Yes
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with Yes
 Is this machinery duplicate of a previous case No If so, state name of vessel Yes

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 :
 Special ... £ 104 : 10 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 22 AUG 1938
 When received, 14/9 1938

J. J. Sellers
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + LMC. 8.38
 Fitted for oil fuel 8.38 F.P above 150°F
 F.D. CL Spt.



in duplicate

The Surveyors are requested not to write on or below the space for Committee's Minute.