

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JAN 9 1938

Date of writing Report

10

When handed in at Local Office

31/12/1937 Port of

NEWCASTLE-ON-TYNE

No. in Survey held at *Newcastle on Tyne*
Reg. Book. on the *S/S "BASSANO"*Date, First Survey *13/5/37* Last Survey *29/12/1937*(Number of Visits *85*)Tons { Gross *4843*
Net *2687*
When built *1937-12*Built at *Newcastle on Tyne* By whom built *Swan Hunter & Wigham Richardson Ltd* Yard No. *1560*Engines made at *ditto* By whom made *ditto* Engine No. *1560* when made *1937*Boilers made at *ditto* By whom made *ditto* Boiler No. *1560* when made *1937*Registered Horse Power Owners *Ellerman Wilson Line* Port belonging to *HULL*Nom. Horse Power as per Rule *(779) 786* Is Refrigerating Machinery fitted for cargo purposes *Yes* Is Electric Light fitted *Yes*Trade for which Vessel is intended *Ocean going*

ENGINES, &c.—Description of Engines *Triple Exp. Recip. and L.P. Turbine with D.R. Gearing* Revs. per minute *90*
 Dia. of Cylinders *26½ + 44 + 73* Length of Stroke *48* No. of Cylinders *3* No. of Cranks *3*
 Crank shaft, dia. of journals as per Rule *14.774* as fitted *15½* Crank pin dia. *15½* Crank webs Mid. length breadth Thickness parallel to axis *9.76*
 Intermediate Shafts, diameter as per Rule *14.37 (14.07 with Exp. Eng. alone)* as fitted *14.75* Thrust shaft, diameter at collars as per Rule *15.11* as fitted *15.78* Thickness around eye-hole *7.98 (journal)*
 Tube Shafts, diameter as per Rule *✓* as fitted *✓* Screw Shaft, diameter as per Rule *16.69* as fitted *17½* Is the *tube* shaft fitted with a continuous liner *Yes*
 Bronze Liners, thickness in way of bushes as per Rule *26/32* as fitted *27/32* Thickness between bushes as per Rule *19.5/32* as fitted *25/32* 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 *in one piece*
 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 *light fit*
 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* Length of Bearing in Stern Bush next to and supporting propeller *74*
 Propeller, dia. *18'0"* Pitch *17'6"* No. of Blades *4* Material *M. Bone blades* whether Moveable *Yes* Total Developed Surface *110* sq. feet
 Feed Pumps worked from the Main Engines, No. *2* Diameter *5½"* Stroke *18"* Can one be overhauled while the other is at work *Yes*
 Bilge Pumps worked from the Main Engines, No. *2* Diameter *5½"* Stroke *18"* Can one be overhauled while the other is at work *Yes*
 Feed Pumps { No. and size *Two 9" x 12" x 24" & one 7½" x 5" x 15"* Pumps connected to the { No. and size *Ball P. 10" x 9" x 24"; Gen. S.P. 9½" x 7" x 21"*
 How driven *Steam* Main Bilge Line How driven *Steam*
 Ballast Pumps, No. and size *one 10" x 9" x 24"* Lubricating Oil Pumps, including Spare Pump, No. and size *Two 10" x 9" x 24"*
 Are two independent means arranged for circulating water through the Oil Cooler *Yes* Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room *3 x 3½"* In Tunnel *1 x 2½"*
 In Holds, &c. *No 1—2 x 3"; No 2—2 x 3"; No 3—2 x 2½"; In D.T. aft—2 x 2½"; No 4—2 x 3"*
In No 5—2 x 3" for 2 and 1 x 2" aft on port side with a 3" drain pipe thro tunnel.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size *one 12" on port side* Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size *1 x 5" on Stbd side* 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 Sea Connections fitted direct on the skin of the ship *Yes* Are they fitted with 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 Overboard Discharges above or below the deep water line *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 *Yes* Is it fitted with a watertight door *Yes* worked from *above 2nd deck*

MAIN BOILERS, &c.—(Letter for record *5*) Total Heating Surface of Boilers *9870 sq. ft*
 Is Forced Draft fitted *Yes* No. and Description of Boilers *4 Single Ended* Working Pressure *225 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 *No 6/1/37, 29/1/37* Main Boilers *3/2/37* Auxiliary Boilers *✓* Donkey Boilers *✓*
 (If not state date of approval) Superheaters *✓* General Pumping Arrangements *15/1/37 & 20/5/37* Oil fuel Burning Piping Arrangements *✓*

SPARE GEAR. State the articles supplied:— *Spare gear supplied as per 1936-37 Rules.*
 Principal addl spare gear supplied:— 12 cylr cover studs & nuts; 20 Condenser ferrules & packings;
 4 Rollers & pins for HP Valve gear; 1 Ecc. Strap; 12 water gauge glasses & packings; 6 plain boiler tubes;
 1 set of springs for safety valves; 1 set of baffle plates for 1 furnace; 1 back bridge complete; 1 front deadplate;
 1 tube expander; 1 crank shaft bearing; 1 piston rod; 1 set piston rings; 1 ecc rod & strap;
 1 set brasses for crosshead & crank pin of Circulating pump; 1 air pump bucket & rod complete;
 1 set of air pump cylr piston rings; 1 air pump cylr piston valve complete with spindle & nuts;
 1 Ecc rod & strap; 1 set piston rings; 1 top & 1 bottom end brass for forced draught fan engine.

The foregoing is a correct description.

SWAN, HUNTER, & WIGHAM RICHARDSON, LTD.

G. J. Meed
DIRECTOR

Manufacturer.



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Lloyd's Register
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1932 May 13, 18, 25, 31. June 8, 10, 21, 30. July 6, 8, 20, 28. Aug. 5, 9, 11, 23, 26, 27, 30, 31.
During progress of work in shops - - - Sh 1, 3, 7, 8, 9, 10, 13, 14, 16, 17, 20, 21, 22, 23, 24, 27, 29, 30. 6d. 1, 4, 5, 6, 8, 11, 12, 15, 18, 19, 20, 21, 22, 25, 26, 27, 28, 29. Nov. 1, 3, 4, 5, 10, 12, 15, 16, 17, 18, 19, 22, 23, 24, 26, 30. Dec. 2, 3, 7, 8, 9, 13, 14, 21, 22, 23, 29.
During erection on board vessel - - - 23, 29.
Total No. of visits 85

Dates of Examination of principal parts - Cylinders 2/12/37 Slides 5/11/37 Covers as cylinders
Pistons 5/11/37 Piston Rods 5/11/37 Connecting rods 5/11/37
Crank shaft 21/10/37 Thrust shaft 29/9/37 Intermediate shafts 29/9/37
Tube shaft ✓ Screw shaft 13/9/37 Propeller 17/9/37
Stern tube 9/9/37 Engine and boiler seatings 19/11/37 29/12/37 Engines holding down bolts 19/11/37
Completion of fitting sea connections 31/8/37
Completion of pumping arrangements 21/12/37 Boilers fixed 9/12/37 Engines tried under steam 21/12/37
Main boiler safety valves adjusted 21/12/37 Thickness of adjusting washers apt Pat 11/32 1/4 7/16 5/16 17/64
Crank shaft material Fryer M. Steel Identification Mark LP-56901 Thrust shaft material 7 1/4 Steel Identification Mark 3271 J.H.
Intermediate shafts, material 7 1/4 Steel Identification Marks HP-56903 5-6-7 J.F.C. & J.H. Tube shaft, material Identification Mark
Screw shaft, material 7 1/4 Steel Identification Mark 3270 Steam Pipes, material S.D. Steel Test pressure 675 lb. Date of Test 28/7/37 13/12/37
Is an installation fitted for burning oil fuel No ✓ Is the flash point of the oil to be used over 150°F. ✓
If the installation for sea strengthening is desired, state whether the requirements in this respect have been complied with. Yes ✓
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo. YES in D.T. aft. and the Rule requirements have been complied with. Yes ✓
Is this machinery duplicate of a previous case yes If so, state name of vessel S/S CONSUELO.

General Remarks (State quality of workmanship, opinions as to class, &c.)
The machinery of this Vessel have been constructed under Special Survey in accordance with the Rules & approved plans, and the materials and workmanship are good. The machinery has been satisfactorily installed on board the vessel, tried under working conditions & found satisfactory.
Please also see Reports on L.P. Turbine and Boilers herewith.
The machinery of this Vessel is eligible, in my opinion, to be classed with this Society, and to have record + L.M.C. 12.37. T.S.C.

The amount of Entry Fee ... £ 6 : 0 :
Special ... £ 113 : 19 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 14 JAN 1938
When received, 11/1 1938

Committee's Minute 14 JAN 1938

Assigned + L.M.C. 12.37 Spt
J.D., C.K.

A. Watt.
Engineer Surveyor to Lloyd's Register of Shipping.