

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report **Apr. 18th. 28.** When handed in at Local Office **Apr. 18th. 28.** Port of **Hong Kong**
 No. in Survey held at **Hong Kong** Date, First Survey **Jan. 4th. 1928** Last Survey **Apr. 17th. 1928**
 Reg. Book. on the **Single Screw Steamer "CHIAN UNOM FHOI."** (Number of Visits **17**)
 Built at **Hong Kong** By whom built **W. S. Bailey & Co. Ltd.** Yard No. **243** Tons { Gross **97.24**
 Engines made at **Stockton** By whom made **Marker & Sons** Engine No. **266** Net **27.58**
 Boilers made at **Stockton** By whom made **Riley Bros.** Boiler No. **5757** When built **1928**
 Registered Horse Power **41.2** Owners **The Srisacha Co. Ltd.** Port belonging to **Bangkok, Siam.**
 Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**
 Trade for which Vessel is intended **Towing services in Bangkok River.**

ENGINES, &c.—Description of Engines **Triple Expansion Surface Condensing** Revs. per minute **179**
 Dia. of Cylinders **9 1/4", 15", 24"** Length of Stroke **18"** No. of Cylinders **3** No. of Cranks **3**
 Crank shaft, dia. of journals as per Rule **4.63** as fitted **4.75** Crank pin dia. **4 1/2"** Crank webs Mid. length breadth **3 1/2"** Mid. length thickness **3 1/2"** Thickness parallel to axis **shrunk** Thickness around eye-hole **4.63**
 Intermediate Shafts, diameter as per Rule **4.41** as fitted **4 1/2"** Thrust shaft, diameter at collars as per Rule **4.41** as fitted **4 1/2"**
 Tube Shafts, diameter as per Rule **4.41** as fitted **4 1/2"** Screw Shaft, diameter as per Rule **4.41** as fitted **4 1/2"** Is the tube shaft fitted with a continuous liner **Yes**
 Bronze Liners, thickness in way of bushes as per Rule **1/2"** as fitted **1/2"** Thickness between bushes as per Rule **7/16"** as fitted **7/16"** 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 **-**
 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 **-**
 Length of Bearing in Stern Bush next to and supporting propeller **20 1/2"**
 Propeller, dia. **6'-3"** Pitch **6'-0"** No. of Blades **4** Material **Cast Iron** whether Moveable **Fixed** Total Developed Surface **12.02** sq. feet
 Feed Pumps worked from the Main Engines, No. **1** Diameter **2"** Stroke **7 1/2"** Can one be overhauled while the other is at work **-**
 Bilge Pumps worked from the Main Engines, No. **1** Diameter **2 1/4"** Stroke **7 1/2"** Can one be overhauled while the other is at work **-**
 Feed Pumps { No. and size **1-2"x7 1/2"** **1-4 1/2"x3x5** Hor. Duplex. Pumps connected to the { No. and size **1-2"x7 1/2"** **1-4 1/2"x3"x5"** Hor. Duplex.
 How driven **Main Engine** **Independent Steam** **Main Engine** **Independent Steam**
 Ballast Pumps, No. and size **-** 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 **2 - 2" in E.R. 1 - 2" in B.R.**
 In Holds, &c. **1 - 2" Forward, & 1 - 2" Aft.**

Main Water Circulating Pump Direct Bilge Suctions, No. and size **1 - 2 1/2"** Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **1 - 2"**
 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 **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**
 What Pipes are carried 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 **S**) Total Heating Surface of Boilers **870** sq. ft.
 Is Forced Draft fitted **No** No. and Description of Boilers **1 - S.E. Marine** 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 **-** Auxiliary Boilers **-** Donkey Boilers **-**
 (If not state date of approval)
 Superheaters **-** General Pumping Arrangements **Kobe June 9th. 1927.** Oil fuel Burning Piping Arrangements **-**

SPARE GEAR. State the articles supplied:—

Two connecting rod top and bolts and nuts. ✓
 Two connecting rod bottom and bolts and nuts. ✓
 Two main bearing bolts. ✓
 One set coupling bolts. ✓
 One set of feed and bilge pump valves. ✓
 One set of piston springs for each cylinder. ✓
 A quantity of assorted bolts and nuts. ✓
 Iron of various sizes. ✓
 Usual spanners and tools. ✓

The foregoing is a correct description,
 For W. S. BAILEY & Co., Ltd.

W. S. Bailey
 Managing Director

Manufacturer.



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Lloyd's Register
 Foundation

W506-0215

1927
 Jan. 22, Aug. 9. Sept. 13, 26. Oct. 5, 14, 26. Nov. 4. Stockton.
 During progress of work in shops - - 1928
 Jan. 4th, 13, 15, 25, Feb. 6 & 14. Hong Kong.
 Dates of Survey while building - - During erection on board vessel - - 1928
 Feb. 18th, 23, 27, Mar. 8, 15, 22, 28, Apr. 3, 11, 13 & 17.
 Total No. of visits Stockton 3. Hong Kong 17.
 Dates of Examination of principal parts—Cylinders 12-9-27 Slides 26-9-27 Covers 12-9-27
 Pistons 12-9-27 Piston Rods 9-8-27 Connecting rods 9-8-27
 Crank shaft 26-9-27 Thrust shaft 26-10-27 Intermediate shafts 26-10-27 & 14-2-28
 Tube shaft - Screw shaft 26-10-27 & 14-2-28 Propeller 14-2-28
 Stern tube 13-1-28 Engine and boiler seatings 19-1-28 Engines holding down bolts 8-3-28
 Completion of pumping arrangements 22-3-28 Boilers fixed 28-3-28 Engines tried under steam 13-4-28
 Main boiler safety valves adjusted 11-4-28 Thickness of adjusting washers P. 11" S. 5"
 Crank shaft material Steel Identification Mark Lloyd's No. 1301 Thrust shaft material Steel Identification Mark Lloyd's No. 7896
 Intermediate shafts, material Steel Identification Marks Lloyd's No. 7896 Tube shaft, material - Identification Mark -
 Screw shaft, material Steel Identification Mark Lloyd's No. 7896 Steam Pipes, material S.D. Copper Test pressure 360 lbs Date of Test 28-3-28
 Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. -
 Have the requirements of the Rules for carrying and burning oil fuel 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.)
 The materials have been tested by the Surveyors to this Society and these engines have been built under special survey at Stockton in accordance with the Rules and approved plans. (See Middlesbrough Report No. 13102).
 The machinery has now been installed on board this vessel in accordance with the Rules and the workmanship is good.
 Full power trials were run over a measured course and the machinery worked satisfactorily. Speed of vessel 9.6 knots at 179 revs. per min. I.H.P. 230.
 It is recommended that the vessel be classed with Lloyd's Machinery Certificate and the record of **L.M.C. 4.28** be made in the Register Book.

It is submitted that
 this vessel is eligible for
 THE RECORD **L.M.C. 4.28**
 C-L.

T. 36y 9 1/2", 15" 24"-15"
 180 1/2 39 NHP (S)
 15B. 26f. GS. 34 H.S. 870. Elec. LIGHT.
 HARKER & SONS, STOCKTON.

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

The amount of Entry Fee ... £ :
 Installation Special full fee £ 6. = \$59.50 :
 Donkey Boiler Fee ... £ 6. = \$59.50 :
 Electric Light ... £ 6. = \$59.50 :
 Travelling Expenses (if any) £ 25.00 :
 \$144.00.
 FRI. 25 MAY 1928

When applied for, 17/4/1928
 When received, 26.7.28

J. L. Morrison
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned + L.M.C. 4.28
 C-L

CERTIFICATE WRITTEN: TUE. 16 OCT 1928
 FRI. 15 NOV 1928