

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 11 NOV 1927

Date of writing Report 10. 11. 1927 When handed in at Local Office 10. 11. 1927 Port of MIDDLESBROUGH.
 No. in Survey held at STOCKTON. Date, First Survey 29. 7. 27. Last Survey 4. 11. 1927.
 Reg. Book. on the (Number of Visits 8)

Built at Hong Kong By whom built W.S. Bailey & Co Ltd Yard No. 243.
 Engines made at STOCKTON. By whom made Harker & Sons Engine No. 266 when made 1927.
 Boilers made at STOCKTON. By whom made Riley Bros. Boiler No. 5757. when made 1927.
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule 41.2 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Surface Condensing
 Dia. of Cylinders 9½" 15" 24" Length of Stroke 15" No. of Cylinders 3. Revs. per minute
 Crank shaft, dia. of journals as per Rule 4.63 Crank pin dia. 4¾" No. of Cranks 3.
 as fitted 4.75 Crank webs Mid. length breadth 5¾" Thickness parallel to axis
 as fitted 4.75 Mid. length thickness 3¾" Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule 4.41 Thrust shaft, diameter at collars as per Rule 4.63
 as fitted 4¾" as fitted 4¾"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule
 as fitted Is the tube screw shaft fitted with a continuous liner
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule
 as fitted Is the after end of the liner made watertight in the
 propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 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
 Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet
 Feed Pumps worked from the Main Engines, No. 1 Diameter 2" Stroke 7½" Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. 1 Diameter 2¼" Stroke 7½" Can one be overhauled while the other is at work
 Feed Pumps No. and size Pumps connected to the Main Bilge Line No. and size
 How driven How driven
 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
 In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 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
 Are all Sea Connections fitted direct on the skin of the ship 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 Are the Overboard Discharges above or below the deep water line
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
 What Pipes pass through the bunkers How are they protected
 What pipes pass through the deep tanks 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
 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record 3) Total Heating Surface of Boilers 840 ft²
 Is Forced Draft fitted No. and Description of Boilers 1 - S.E. Marine Working Pressure 180 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

PLANS. Are approved plans forwarded herewith for Shafting 4/6. Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description.

H. Harkeu. p.p. Harkeu & Sons.

Manufacturer.



© 2020

Lloyd's Register
Foundation

W506-0221

1924
Jul 29. Aug 9. Sep 12. 26. Oct 5. 14. 26. Nov 4.
During progress of work in shops - - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 8

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 2. 9. 27 Thrust shaft 26. 10. 27 Intermediate shafts 26. 10. 27
Tube shaft ✓ Screw shaft 26. 10. 27 Propeller
Stern tube Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material Steel Identification Mark Lloyd's No. 1301 23. 9. 27 M.C.K. Thrust shaft material Steel Identification Mark Lloyd's No. 7896 26. 10. 27 P.
Intermediate shafts material Steel Identification Marks Lloyd's No. 7896 26. 10. 27 P.T.B. Tube shaft material ✓ Identification Mark
Screw shaft material Steel Identification Mark Lloyd's No. 7896 26. 10. 27 P.T.B. Steam Pipes, material Test pressure Date of Test
Is an installation fitted for burning oil fuel 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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

The materials and workmanship are good. These engines have been built under special survey in accordance with the Rules and approved Plans, and are being shipped to Hong Kong for fitting aboard.

The tail shaft has been left rough turned to 5 5/16" diameter and will be finished and fitted with liner at Hong Kong. The propeller and stern tube will also be made at Hong Kong.

These engines are, in my opinion, suitable for fitting to a classed vessel and subject to being securely fitted aboard, tested with satisfactory results under steam and the remainder of the machinery being up to this Society's requirements be recommended for record + L.M.C (with date).

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 ... £ : :
4/15 Special len boiler fee £ 6-4-0
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 10. 11. 19. 24
When received, 7. 12. 24

A. I. Khan
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 25 MAY 1928

Assigned

See Sp. rpt. H.K. No. 6272

TUE. 12 MAR 1929
TUE. 15 OCT 1928

FRI. 15 NOV 1929

© 2020

Lloyd's Register
Foundation