

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. Tons Gross Net

Engines made at STOCKTON. By whom made Harker & Saw 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 Revs. per minute
Dia. of Cylinders 9 1/2" . 15" . 24" Length of Stroke 15" 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 3/4" Crank webs Mid. length breadth 5 3/4" Mid. length thickness 3 1/4" Thickness parallel to axis Thickness around eye-hole
Intermediate Shafts, diameter as per Rule 4.41 as fitted 4 3/4" Thrust shaft, diameter at collars as per Rule 4.63 as fitted 4 3/4"

Tube Shafts, diameter as per Rule as fitted 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 as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the propeller boss

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 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 How driven Pumps connected to the Main Bilge Line No. and size 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 sq. ft.

Is Forced Draft fitted No. and Description of Boilers 1 - S.E. Marine Working Pressure 180lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? Yes

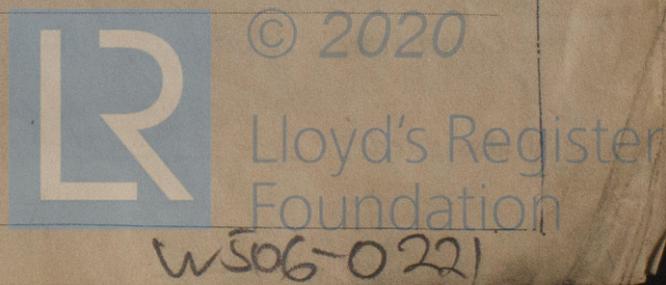
PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description.

H. Harker, p.p. Harker & Sons, Manufacturer.



1927

Jul 29. Aug 9. Sep 12. 26. Oct 5. 14. 26. Nov 4.

Dates of Survey while building
During progress of work in shops - -
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 LLOYDS No 1301 23. 9. 27 MCK. Thrust shaft material Steel Identification Mark LLOYDS No 7896 26. 10. 27 P
Intermediate shafts material Steel Identification Marks LLOYDS No 7896 26. 10. 27 PTB Tube shaft, material Identification Mark
Screw shaft, material Steel Identification Mark LLOYDS No 7896 26. 10. 27 PTB 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).

P. J. Han
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ : : When applied for,
4/15 Special len boiler fee £ 6-4-0 10. 11. 19. 27
already charged
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : : 7. 12. 27

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

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Foundation



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