

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 12 MAY 1927

NEWCASTLE-ON-TYNE.

Date of writing Report

When handed in at Local Office

Port of

No. in Survey held at
Reg. Book.on the *New Steel S.S. Anglo-Australian*Date, First Survey *11th March 1926*Last Survey *3rd May 1927*(Number of Visits *63*)Built at *Sunderland*By whom built *Short Bros Ltd*Yard No. *424*Tons { Gross
NetWhen built *1924*Engines made at *Wallsend*By whom made *North Eastern Marine & Co Ltd*Engine No. *2624*when made *1924*Boilers made at *do*By whom made *ditto*Boiler No. *2624*when made *1924*

Registered Horse Power

Owners *Lawther Latta & Coy*Port belonging to *London*Nom. Horse Power as per Rule *453*Is Refrigerating Machinery fitted for cargo purposes *No*Is Electric Light fitted *yes*

Trade for which Vessel is intended

South American & Australian.

ENGINES, &c.—Description of Engines

*Quadruple Expansion*Revs. per minute *64*Dia. of Cylinders *23 1/2 x 22 1/2 x 14 x 6 1/2*Length of Stroke *48"*No. of Cylinders *4*No. of Cranks *4*Crank shaft, dia. of journals *as per Rule 13 1/2"*Crank pin dia. *14 1/2"*Mid. length breadth *24"*Thickness parallel to axis *8 3/4"*Intermediate Shafts, diameter *as per Rule 13 06"*Tube Shafts, diameter *as fitted 13 1/8"*Thrust shaft, diameter at collar *as fitted 13 1/8"*Screw Shaft, diameter *as per Rule 14 58"*Bronze Liners, thickness in way of bushes *as fitted 3/4"*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 *yes*If two liners are fitted, is the shaft lapped or protected between the liners *yes*Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft *yes*Length of Bearing in Stern Bush next to and supporting propeller *5-6"*Propeller, dia. *18'-0"*Pitch *18'-0"*No. of Blades *4*Material *Brass*Whether Moveable *no*Total Developed Surface *100 sq. feet*Feed Pumps worked from the Main Engines, No. *four*Diameter *4 1/2"*Stroke *26"*Can one be overhauled while the other is at work *yes*Bilge Pumps worked from the Main Engines, No. *two*Diameter *4 1/2"*Stroke *26"*Can one be overhauled while the other is at work *yes*Feed Pumps { No. and size *Two Weirs 4" x 9 1/2" x 21"*How driven *Steam*Pumps connected to the { No. and size *2 Main Bilge Pumps & Ballast Pump*Main Bilge Line { How driven *Steam*Ballast Pumps, No. and size *One 10" x 11" x 10" duplex*Lubricating Oil Pumps, including Spare Pump, No. and size *none*

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 *3 @ 3" dia & 1-2 1/2" dia in dry tank*In Holds, &c. *No 1 - 2 @ 2 1/4" No 2 - 2 @ 3 1/2" Deep tank 2 @ 3" No 3 - 2 @ 3" No 4 - 2 @ 2 3/4"*Main Water Circulating Pump Direct Bilge Suctions, No. and size *1 @ 9"*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 *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 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates *yes*Are they each fitted with a Discharge Valve always accessible on the plating of the vessel *yes*What Pipes are carried through the bunkers *Bilge suction*How are they protected *Wood casings*Have they been tested as per Rule *yes*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 *top platform*MAIN BOILERS, &c.—(Letter for record *3*)Total Heating Surface of Boilers *6216 sq. ft*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?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded? *yes*PLANS. Are approved plans forwarded herewith for Shafting *no*Main Boilers *yes*Auxiliary Boilers *yes*Donkey Boilers *yes*Superheaters *Kinney Standard*General Pumping Arrangements *yes*Oil fuel Burning Piping Arrangements *yes*SPARE GEAR. State the articles supplied:— *1 set in propeller 2 each bolts & nuts for top & bottom ends and main bearings. 1 set of pulleys bolts, quantity of bolts & nuts & iron. 1 set Bilge & feed pump valves 1 set valves for ballast pump, 12 piston bolts, 1 tail shaft 1 set piston & hooker pump feed pumps, 1 centrifugal pp impeller shaft, 1 set piston pump & springs for centrifugal pp & fan engine. 1 set thrust pads, 1 fan engine crank shaft.*

The foregoing is a correct description,

For THE NORTH-EASTERN MARINE ENGINEERING CO., LD.

Manufacturer.



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Lloyd's Register
Foundation

MS28-0322

1926
 Mar. 11. 15. 17. 18. 19. 23. 29. Apr. 9. 12. 13. 20. 21. 26. 29. May 3. 6. 7. 10. 14. 17. 25. 27. 31. June 4. 21. July 8. 12. 14. 22. 25.
 1927
 Aug. 4. 6. 13. 23. 27. 30. Sept. 6. Oct. 7. Nov. 1. 9. 23. Dec. 24. Jan. 5. 13. 17. 20. 27. 28. 29. 31. Feb. 2. 14. 15. 25. Mar. 4. 30.
 Apr. 6. 8. 12. 13. 22. 26. May 3.

Dates of Survey while building
 During progress of work in shops --
 During erection on board vessel --
 Total No. of visits **63.**

Dates of Examination of principal parts—Cylinders **13-1-24** Slides **4-4-26** Covers **4-4-26**
 Pistons **21-6-26** Piston Rods **21-6-26** Connecting rods **21-6-26**
 Crank shaft **2-4-26** Thrust shaft **21-4-26** Intermediate shafts **6-9-26**
 Tube shaft **✓** Screw shaft **4-5-26** Propeller **23-11-26**
 Stern tube **31-1-24** Engine and boiler seatings **8-3-24** Engines holding down bolts **6-4-24**
 Completion of pumping arrangements **26-4-24** Boilers fixed **6-4-24** Engines tried under steam **22-4-24**
 Main boiler safety valves adjusted **22-4-24** Thickness of adjusting washers **PBlw 9/32 1/4 3/32, SBlw 1/4 3/32, Cent blw 9/32 1/16. Super Y Rd S Blw 3/8 Cent blw 1/4**
 Crank shaft material **OH Steel** Identification Mark **4H04N** Thrust shaft material **OH Steel** Identification Mark **4H04N**
 Intermediate shafts, material **OH Steel** Identification Marks **4H04N** Tube shaft, material **✓** Identification Mark **✓**
 Screw shaft, material **OH Steel** Identification Mark **4H04N** Steam Pipes, material **SD Steel** Test pressure **660lbs** Date of Test **6-4-26**
 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 **yes** If so, state name of vessel **Anglo-Burmian.**

General Remarks (State quality of workmanship, opinions as to class, &c.) **This Machinery has been built under Special Survey. Materials & Workmanship good. Hydraulic tests satisfactory. The whole of the machinery has been installed and efficiently fixed in the vessel and tried under steam and is in good & safe working condition and eligible in my opinion to be classed and have records**
✠ L.M.C. 5-27. Tail Shaft C.L. Electric Light in the Register Book.

It is submitted that
 this vessel is eligible for
THE RECORD. + LMC 5. 27. FD. CL.

The amount of Entry Fee ... £ **5 : 0 : 0**
 Special ... £ **92 : 19 : 0**
 Donkey Boiler Fee ... £ **✓**
 Travelling Expenses (if any) £ **✓**
 When applied for **17 MAY 1927**
 When received, **26.5.27**

TUES. 17 MAY 1927

Committee's Minute

Assigned

+ L.M.C. 5-27
FD. CL.

CERTIFICATE WRITTEN

W.D.
13/5/27
William Butler

Engineer Surveyor to Lloyd's Register of Shipping.



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