

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

16 JUN 1926

Date of writing Report

19

When handed in at Local Office

9/6/1926 Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.

Survey held at Walker-on-Tyne

Date, First Survey

27 Aug 1925

Last Survey

1 June 1926

(Number of Visits 82)

on the TWIN SCREW STEAMER DOMINIA

Built at Walker-on-Tyne

By whom built Swan Hunter & Wigham Richardson Ltd

Yard No. 1216

Tons } Gross 9250
Net 4700

When built 1926

Engines made at Walker

By whom made S. H. W. R. Ltd

Engine No. 1216

when made 1926

Boilers made at Walker

By whom made S. H. W. R. Ltd

Boiler No. 1216

when made 1926

Registered Horse Power

Owners Telegraph Construction & Maintenance Co Ltd

Port belonging to London

Nom. Horse Power as per Rule

932

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which Vessel is intended

Ocean going Cable Steamer

ENGINES, &c.—Description of Engines Twin Screw Triple Expansion

Dia. of Cylinders 24"-40½"-66"

Length of Stroke 45"

No. of Cylinders 6

Revs. per minute

No. of Cranks 3 each engine

Crank shaft, dia. of journals as per Rule 13.02

as fitted 13.5/8"

Crank webs

Mid. length breadth 21"

Mid. length thickness 8½"

shrunk

Thickness parallel to axis 8½"

Thickness around eye-hole 6"

Intermediate Shafts, diameter as per Rule 12.40

as fitted 12 7/8"

Thrust shaft, diameter at collars

as per Rule 13.02

as fitted 13 7/8"

Tube Shafts, diameter as per Rule

as fitted

Screw Shaft, diameter as per Rule 13.788

as fitted 14½"

Is the

tube

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes as per Rule .72"

as fitted 7/8"

Thickness between bushes

as per Rule .54

as fitted 13/16"

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

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

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 4'-10" diameter

Propeller, dia. 16' 8"

Pitch 16'-6"

No. of Blades 4

Material Bronze

whether Moveable Yes

Total Developed Surface 92 sq. feet

Feed Pumps worked from the Main Engines, No. None

Diameter

Stroke

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. None

Diameter

Stroke

Can one be overhauled while the other is at work

Feed Pumps { No. and size two, weirs 1½ x 15½ x 24"

Pumps connected to the

No. and size one, 13½ x 16 x 26

How driven Auxiliary feed 6 x 9 x 15

Steam Main Bilge Line

How driven two 9 x 8 x 18

Can one be overhauled while the other is at work

Ballast Pumps, No. and size one, 13½ x 16 x 26

Steam

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 4 9 3/2

2-2 1/2 pm oil well, 1-2 1/2 tunnel well

In Holds, &c. no 1 hold 2 of 3"

After Hold 2 of 3"

Lower Deck Suctions Forward 2 of 2 1/2"

Lower Deck

Suctions Aft 2 of 2 1/2"

2, Centrifugal, Steam pumps

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 of 9"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size one of 5 1/4"

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 both

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 (Oil Fuel Bunkers)

How are they protected By a separate Tunnel

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 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 bilge pump

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers 2 for 13,423 sq. ft. 3 aft 13,996 sq. ft.

Is Forced Draft fitted Yes

No. and Description of Boilers 5, S. S. E. Cyl. Multitubular

Working Pressure 200 lb.

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

Main Boilers Yes

Auxiliary Boilers None

Donkey Boilers None

Superheaters

General Pumping Arrangements Yes

Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

State the articles supplied:—Two top end bolts and nuts, two bottom end bolts and nuts, Spare Coupling bolts and nuts, Set of beaplate bearing bolts and nuts, Set of feed and Bilge pumps, Valves, 2 quantity of assorted bolts and nuts, Iron of various sizes, Two top end bearings, one bottom end bearing, 3 eccentric sheaves, 2 sets of eccentric sheaves, 3 Valve spindles, 10 piston valve distance pieces, 4 spare air pump, locknut and head Valve complete, One propeller shaft complete, 2 Bronze propeller blades, 1 set studs 9 nuts for 1 blade, 1 Patent tube drawer, 6 Holding down bolts & nuts, 12 Junk ring bolts & nuts, 12 Cyl. Cover studs & nuts, 8 Valve chest studs & nuts, 6 Slide rod gland studs, 6 Piston rod gland studs, 3 sets Piston packing rings & springs, 1 Spring each size escape Valve, 1 set valves & seats for General Service & Ballast pumps, 25 Condenser tubes, 100 Screwed ferrules, 24 Boiler tubes, 2 large & 2 small Safety Valve springs, 70 Gauge glasses & 100 India rubber rings for same, 1 MP Slide Valve & 1 L. P. Slide Valve.

The foregoing is a correct description,

FOR

SWAN, HUNTER & WIGHAM RICHARDSON, LTD.

Manufacturer.

G. J. Sweet

DIRECTOR.



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Lloyd's Register Foundation

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1925
During progress of work in shops - - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 82

1926

HP of latest 3000s
Dates of Examination of principal parts—Cylinders 8.1.26 13.1.26 11.1.26 Slides 2/1/26 8.1.26 25.1.26 Covers 8 June 26 13.1.26
Pistons 13.1.26 26.10.25, Piston Rods 13.1.26 21.10.25 Connecting rods 21.10.25
Crank shaft 25.1.26 17.11.25 9.4.26 Thrust shaft 27.1.26 14.1.26 17.12.25 Intermediate shafts 27.1.26 14.1.26
Tube shaft Screw shaft 2 Jan 26 27.1.26 3.12.25 Propeller 24.2.26 28 May 26
Stern tube 28 July 26 27.1.26 Engine and boiler seatings 24.2.26 Engines holding down bolts 7.3.26 9 April 26
Completion of pumping arrangements 19 May 1926 Boilers fixed 9 April 26 Engines tried under steam 19 May 1926
Main boiler safety valves adjusted 19 May 1926 Thickness of adjusting washers
Crank shaft material Steel Lloyds 2374 CRH, LGS. 11.2.26 / 2385 CRH Sea trials. 12 June 1926
Intermediate shafts, material Steel Lloyds 2508 CRH, 24.11.25 / 2392/3 Identification Mark LGS. 27.1.26
Screw shaft, material Steel Lloyds 2367 CRH, 15.9.25, 2370, 2399 CRH, 24.11.25 Identification Mark LGS. 14.1.26
Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes
Have the requirements of the Rules for carrying and burning oil fuel been complied with Yes
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 machinery and Boilers built under Special Survey the material and workmanship found good and efficient.
The Engines and Boilers Satisfactorily fitted up on board the Vessel, Tested under Steam (Vessel at moonings) and during Sea trials and found Satisfactory -
This Vessel is now in my opinion eligible for the notation of + LMC 6.26 (IN RED) to be made in the Register Book. Fitted for oil burning 6.26 flash point of oil to be used over 150°F, forced draught, Tail Shafts (CL).

Compression Rings Boilers Safety Valves
No 1 Boiler, aft Starboard, 5/16 5/16
No 11. " aft Centre 3/8 5/16
No 111. " aft Port 1/4 1/4
No 14. " fwd Starboard 9/32 9/32
No V ~ fwd Port F 1/4 A 9/32

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 6.26. FD. CL.
Fitted for oil fuel 6.26. F.P above 150°F.

[Signature]
17/6/26.
L. G. Shalleross.
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 6 : : : When applied for,
Special ... £ 121 : 12 : : 10/6/1926
Donkey Boiler Fee ... £ : : :
Travelling Expenses (if any) £ : : :
When received, 17/6/26

Committee's Minute
Assigned + LMC 6.26 F.D. CL
Fitted for Oil Fuel 6.26 F.P above 150°F