

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office MAY 26 1938
 Date of writing Report 19 When handed in at Local Office 24/5/1938 Port of NEWCASTLE-ON-TYNE
 No. in Survey held at Newcastle on Tyne Date, First Survey 9th March 1937 Last Survey 28th May 1938
 Reg. Book. on the Twin Screw "UMGENI." (Number of Visits 122) Tons { Gross 8180
 Net 5082
 Built at Newcastle By whom built Swan Hunter & Wigham Richardson Ltd Yard No. 1556 When built 1938-5
 Engines made at ditto By whom made ditto Engine No. 1556 When made 1938
 Boilers made at ditto By whom made ditto Boiler No. 1556 When made 1938
 Registered Horse Power Owners Bullard & King & Co Ltd Port belonging to LONDON
 Nom. Horse Power as per Rule 1118 1124 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
 Trade for which Vessel is intended S. Africa - UK

ENGINES, &c.—Description of Engines Twin Triple Exp. with Bauer-Wach Lohmst & Sten Turbines Revs. per minute 120
 Dia. of Cylinders 22½ + 38 + 63 Length of Stroke 39 No. of Cylinders Six No. of Cranks Six
 Crank shaft, dia. of journals as per Rule 12.4 Crank pin dia. 12½ Crank webs Mid. length breadth shrunk Thickness parallel to axis 8
 as fitted 12.875 Mid. length thickness shrunk Thickness around eye-hole 5½
 Intermediate Shafts, diameter as per Rule 12.1 (as Recip. only 11.82) Thrust shaft, diameter at collars as per Rule 12.1
 as fitted 12.5 as fitted 330 ¼ = 13
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 13.35 Is the shaft fitted with a continuous liner Yes
 as fitted 23/32 as fitted 13.75 as fitted 9/16
 Bronze Liners, thickness in way of bushes as per Rule 23/32 Thickness between bushes as per Rule 9/16 Is the after end of the liner made watertight in the
 as fitted 23/32 as fitted 9/32 ½ 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. CL is in one piece
 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 No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 55½
 Propeller, dia. 15 ft Pitch 15.5 ft No. of Blades 3 Material Bronze whether Moveable No Total Developed Surface 62 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. 1 Diameter 5½ Stroke 21 Can one be overhauled while the other is at work
 Feed Pumps { No. and size 2 - 10" x 13½" x 24" stroke Pumps connected to the Main Bilge Line { No. and size GSP 12" x 10" x 24"; Ballast P. 12½" x 14" x 24"; Emergency Bilge
 How driven Steam Main Bilge Line How driven Steam Steam Steam
 Ballast Pumps, No. and size One 12½" x 14" x 24" Simplex Lubricating Oil Pumps, including Spare Pump, No. and size 3 x 9" x 8" x 18" Simplex Steam
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 4 x 3½" Tunnel well 19 2½" In Holds, &c. No 1 Hold 27 3"; No 2 Hold 27 3½"; No 3 Hold 27 3"; No 4 Hold 19 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 27 14" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 27 6" 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 below
 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 pass through the bunkers Tank & bilge pipes How are they protected plate cover
 What pipes pass through the deep tanks none 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 upper deck

MAIN BOILERS, &c.—(Letter for record 3) Total Heating Surface of Boilers 14184 sq. ft.
 Is Forced Draft fitted Yes No. and Description of Boilers 4 Single ended Working Pressure 225 lbs/sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting 1/1/37 Main Boilers 27/12/36 Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 Superheaters General Pumping Arrangements 24/6/37 Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied 1 Screw shaft, 1 air pump bucket & rod, 1 set of Cylr relief valve springs,
 6 junk ring bolts, 1 safety valve spring, 100 tubes for main Condenser, 1 feed check valve & seat,
 also, 1 valve spindle, 2 valves & springs, 2 equaliser springs & 1 spring spindle for poppet valve gear.

The foregoing is a correct description,

SWAN, HUNTER, & WIGHAM RICHARDSON, LTD.

Manufacturers.



© 2020

Lloyd's Register
Foundation

004101-004106-0200

1937
During progress of work in shops - Mar. 9. 12. Apr. 7. 12. 15. May 7. 10. 13. 20. 25. June 4. 22. 30. July 2. 15. 19. Aug. 18. 27. Sept. 1. 9. 21. 24. 30. 6. 11. 18. 25. 27. 29. Nov. 1. 5. 9. 10. 12. 15. 16. 17. 22. 24. 26. 30. Dec. 3. 7. 8. 13. 15. 17. 23. 28. 30.
1938 Jan. 4. 5. 6. 10. 14. 17. 18. 21. 24. 26. 27. 31. Feb. 1. 2. 4. 7. 10. 11. 14. 15. 17. 18. 21. 23. 24. 28. Mar. 2. 3. 4. 7. 8. 9. 10. 11. 12. 14. 15. 16. 17. 18. 21. 22. 23. 24. 28. 30. 31. Apr. 6. 8. 9. 12. 20. 21. 22. 26. 28. 29.
During erection on board vessel - May 3. 4. 5. 11. 12. 13. 14. 16. 17. 19. 20. 23.
Total No. of visits 122.

Dates of Examination of principal parts—Cylinders 9/3/38 to 15/3/38 Slides 24th + 28th/3/38 Covers as Cylinders
Pistons 24th + 28th/3/38 Piston Rods 24th + 28th/3/38 Connecting rods 24th + 28th/3/38
Crank shaft 8/3/38 + 15/3/38 Thrust shafts 17/3/38 Intermediate shafts 17th + 23rd/2/38
Tube shaft — Screw shafts 26/1/38 Propellers 28/2/38
Stern tubes 24/2/38 Engine and boiler seatings 28/12/37 // 24/3/38 Engines holding down bolts 9/4/38
Completion of fitting sea connections 28/12/37
Completion of pumping arrangements 10/5/38 Boilers fixed 24/3/38 Engines tried under steam at wharf 12/5/38
Main boiler safety valves adjusted 11/5/38 Thickness of adjusting washers FORD VALVE } all 23/64 } 23/64 } 23/64 }
AFT VALVE } 23/64 } 3/8 } 17/64 } 23/64 }
SUPERIOR } 9/64 }
Crank shaft material S.M.F. Steel Identification Mark 9611 AEG. Thrust shaft material S.F. Steel Identification Mark 9627 AEG.
Intermediate shafts, material S.M.F. Steel Identification Marks 9758 AEG. Tube shaft, material — Identification Mark —
Screw shaft, material S.M.F. Steel Identification Mark 9713 AEG. Steam Pipes, material S.D. Steel Test pressure 675 lb Date of Test 18/10/37 to 28/11/38
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 the use of oil as fuel been complied with ✓
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with ✓
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
Is this machinery duplicate of a previous case Yes If so, state name of vessel UMTALI.
General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery has been constructed under special survey in accordance with the Rules and approved plans, satisfactorily installed and tried under steam under full working conditions.

The materials and workmanship are good

The vessel is eligible in my opinion to be classed with this Society and to have record + LMC 5.38. CL.

The amount of Entry Fee ... £ 6 : 0 :
Special ... £ 127 : 19 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 25 MAY 1938
When received, 13 MAY 1938

A. Watt

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 3 JUN 1938

Assigned

+ LMC 5.38
(Spt)

JD, CL



© 2020

Lloyd's Register
Foundation