

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 17 DEC 1936

Writing Report

19

When handed in at Local Office

16 DEC. 1936

Port of

Sunderland

Survey held at

Sunderland

Date, First Survey

27 July

Last Survey

18 Dec 1936

Book

on the Steamer "GENERATOR"

(Number of Visits 53)

Gross

4797

Net

2800

at

Sunderland

By whom built

Short Bros Ltd

Yard No.

448

When built

1936

Engines made at

Sunderland

By whom made

G. Clark (1936) Ltd

Engine No.

1202

When made

1936

Boilers made at

Sunderland

By whom made

G. Clark (1936) Ltd

Boiler No.

1202 1/2

When made

1936

Registered Horse Power

359

Owners

The Carlton Steamship Co Ltd

Port belonging to

Newcastle

Horse Power as per Rule

408

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Yes

Use for which Vessel is intended

MACHINERY, &c.—Description of Engines

Super Expansion (Poppet Valves & H.P.M.P.)

Revs. per minute 68

No. of Cylinders

2 1/2 - 3 1/2 - 6 3/4

Length of Stroke

45"

No. of Cranks

3

Diameter of journals

as per Rule 12.585"

as fitted 13 1/8"

Crank pin dia.

13 1/8"

Mid. length breadth

19 1/2"

Intermediate Shafts, diameter

as per Rule 11.986"

as fitted 12 1/2"

Thrust shaft, diameter at collars

as per Rule 12.585"

as fitted 13 1/8"

Main Shafts, diameter

as per Rule 13.44

as fitted 14 1/8"

Is the

tube

shaft fitted with a continuous liner

Yes

Liner thickness in way of bushes

as per Rule 22.6/32"

as fitted 3 1/4"

Thickness between bushes

as per Rule 23/32"

as fitted 23/32"

Is the after end of the liner made watertight in the

seller boss

Yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner (one length)

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

Two liners are fitted, is the shaft lapped or protected between the liners

No

If so, state type

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Propeller, dia.

14'-6"

Pitch

14'-0" mean

No. of blades

4

Material

Main Engines, No.

Two

Diameter

3 1/4"

Stroke

26"

Can one be overhauled while the other is at work

Auxiliary Engines, No.

Two

Diameter

3 1/4"

Stroke

26"

Can one be overhauled while the other is at work

No. and size

2 Weirs 4'-9 1/2" x 21"

Pumps connected to the

Main Bilge Line

No. and size

One 9" x 11" x 10"

How driven

How driven

Steam

Lubricating Oil Pumps, including spare pump, No. and size

none

Two independent means arranged for circulating water through the

Oil Cooler

3 @ 2 1/2" in E.R.

2 @ 2" in Tunnel

Suctions, connected to both Main Bilge Pumps and Auxiliary

Pumps;—In Engine and Boiler Room

N°1 Hold 2" pps. N°2 Hold 3" pps.

Pump Room

N°3 Hold 3" pps. N°4 Hold 2 1/2" pps.

In Holds, &c.

N°5 Hold 3" pps. N°6 Hold 3" pps.

In Water Circulating Pump Direct Bilge Suctions, No. and size

1 @ 8"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

and size

1 @ 5"

Are all the Bilge Suction Pipes in holds and twin I well fitted with strum-boxes

Yes

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

All Sea Connections fitted direct on the skin of the ship

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 plate

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

How are they protected

Wood casing

Do Bilge Suctions

FORE

Forepeak tank Suction

Have they been tested as per Rule

Yes

Is the Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

WORKED FROM

MAIN BOILERS, &c.—(Letter for record

S.)

Total Heating Surface of Boilers

6161 sq. ft. (Main 4484 Amp. 1347)

Working Pressure

220

Forced Draft fitted

On main

Yes

No. and Description of Boilers

2 S.B. 1st and 2nd

Is a report on main boilers now forwarded?

Yes

Is a donkey boiler fitted?

Yes

If so, is a report now forwarded?

Yes

The donkey boiler intended to be used for domestic purposes only

No

Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR.

Is the spare gear required by the Rules been supplied

Yes

Is the principal additional spare gear supplied

One C.I. Propeller, one Propeller Shaft, main Circulating

Pump: top & bottom brasses & piston rings, fan engine: pair top & bottom end bearings

1 set of piston rings, 2 main boiler Safety Valve Springs, 1 aux. boiler Safety Valve

Spring & 1 spring for Superheaters Safety valve, 12 Condenser tubes, 4 tubes for

Main boilers, 2 tubes for aux. boilers.

Poppet Valve Gear: H.P. 1 valve, 1 valve Spindle & Bush, 1 Compression Spindle

Bush, 2 Springs & 1 roller pin. M.P.: Same as for H.P.

The foregoing is a correct description,

FOR GEORGE CLARK (1936) LTD.

Manufacturer.



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Lloyd's Register
Foundation

011912-011926-0201

Dates of Survey while building
 During progress of work in shops -- 1936 July 27 Aug. 7, 11, 14, 19, 21, 25, 27, Sep. 8, 10, 18, 22, 24, 28, Oct. 5, 6, 15, 19, 20, 26, 27, 29, 30, 31, Nov. 2, 4, 5, 6, 11, 12, 13, 16, 18, 20, 23, 24, 25, 26, 30, Dec. 1, 2, 3, 7, 8, 9, 11, 14, 15
 During erection on board vessel --
 Total No. of visits 53

Dates of Examination of principal parts—Cylinders 15/10/36 29/10/36 4/11/36. Slides 19/10/36 4/11/36. Covers 15/10/36.
 Pistons 24/10/36. Piston Rods 12/11/36. Connecting rods 24/10/36.
 Crank shaft 26/10/36. Thrust shaft 22/9/36. Intermediate shafts 29/10/36.
 Tube shaft 1. Screw shaft 19/10/36, 26/10/36. Propeller 26/10/36.
 Stern tube 15/10/36 19/10/36 20/10/36. Engine and boiler seatings 7/12/36. Engines holding down bolts 14/12/36.
 Completion of fitting sea connections 29/10/36.
 Completion of pumping arrangements Boilers fixed 14/12/36 Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers
 Crank shaft material Ingot Steel Identification Mark No 441. W.H.F. 26.10.36 Thrust shaft material Ingot Steel Identification Mark No 742 W.H.F. 22/9/36
 Intermediate shafts, material Ingot Steel Identification Marks No 442 W.H.F. 29.10.36 Tube shaft, material Identification Mark No 442 W.H.F. 29.10.36
 Screw shaft, material Ingot Steel Identification Mark W.H.F. 26/10/36 Steam Pipes, material S.D. Steel Test pressure 660 lbs Date of Test 11/12/36
 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 not desired.
 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.)
 This machinery has been built under Special Survey in accordance with the Rules of the Society.
 The materials & workmanship are good. It has been securely fitted on board the vessel.

This machinery will be eligible, in my opinion, to have notation L.M.C. 12.36 T.S. (CL) in the Register Book when the Safety valves of all boilers have been adjusted to working pressure, accumulation test carried out satisfactorily, Pumping arrangement completed & the machinery tried under steam satisfactorily.

When these requirements have been fulfilled the Committee will be informed by telegram & the items reported on Rpt. 9.

SUNDERLAND

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 ... £ 5 : - :
 Special ... £ 86 : 4 :
 Donkey Boiler Fee ... £ 78 : 17 : 0
 Travelling Expenses (if any) £ 9 : 4 : 0
 When applied for, 15 DEC 1936
 When received, 17.12.36

J. H. Raser.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 18 DEC 1936 THURS. 31 DEC 1936

Assigned + LMC 12.36 CL