

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 29 JUN 1936

Date of writing Report

19

When handed in at Local Office

23/6/1936 Port of

NEWCASTLE-ON-TYNE

Survey held at Newcastle on Tyne (Hebburn) Date, First Survey 20.12.35 Last Survey 19/6/1936
on the Stead. S/S. ST MARGARET.

(Number of Visits 29+)

built at Sunderland By whom built J.L. Thompson & Co Ltd

Yard No. 574

Tons { Gross 4312
Net 2604
When built 1936

Engines made at Newcastle (Hebburn) By whom made White's Marine Engg. Co. Ltd Engine No. 50

When made 1936

Boilers made at Sunderland By whom made Geo. Clark & Co. Ltd Boiler No. 9849

When made 1936

Registered Horse Power Combined S.H.P. 1468. Owners ST QUENTIN SHIPPING CO. LD.

Port belonging to Newport.

Net Horse Power as per Rule 304 Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Use for which Vessel is intended

GINES, &c. - Description of Engines 4 Cylr. Comp. Recip. Eng. with S.R. Gearing, combined with L.P. TURBINE with D.R. Gearing to Screw Shaft. Rpm of ENGINE 310. Prop. Revs. per minute 62.

No. of Cylinders 2 of 10 1/2 + 2 of 19 1/2 Length of Stroke 13" No. of Cranks 4

Crank shaft, dia. of journals as per Rule 5.9" Crank pin dia. 7 3/4" Crank webs Mid. length breadth 9 3/4" Thickness parallel to axis

Intermediate Shafts, diameter as per Rule 11.92" Mid. length thickness 4 7/8" Thickness around eye-hole

Propeller Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted

Is the tube screw shaft fitted with a continuous liner

Propeller 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

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

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

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

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material whether Movable Total Developed Surface sq. feet

Main Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work

Auxiliary Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work

How driven No. and size two 6" x 8 1/2" x 13 1/2" Pumps connected to the Main Bilge Line No. and size How driven

How driven Steam Lubricating Oil Pumps, including Spare Pump, No. and size two 6" x 5 1/2" x 15"

two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

in Engine and Boiler Room Pump Room In Holds, &c.

Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,

and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

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

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

all Pipes pass through the bunkers How are they protected

all pipes pass through the deep tanks Have they been tested as per Rule

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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

department to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c. (Letter for record) Total Heating Surface of Boilers 3730 sq. ft

Approved Draft fitted No. and Description of Boilers Working Pressure 230 lbs/sq. in

A REPORT ON MAIN BOILERS NOW FORWARDED? No.

A DONKEY BOILER FITTED? If so, is a report now forwarded?

donkey boiler intended to be used for domestic purposes only

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

General Pumping Arrangements Oil fuel Burning Piping Arrangements

heaters

SPARE GEAR.

the spare gear required by the Rules been supplied

the principal additional spare gear supplied

- 2 top end bolts & nuts
- 2 bottom end bolts & nuts
- 2 main bearing bolts & nuts
- 3 Piston Junk Ring Studs & Nuts
- 3 Condenser tubes & 20 ferrules with packing
- 1 Set of Valves for water ends of Auxiliary Pumps
- 1 HP & 1 LP. Escape Valve Springs
- 50 assorted Bolts & nuts
- 20 assorted Studs & nuts
- Iron of various sizes

The foregoing is a correct description, for White's Marine Engineering Co. Ltd,

Manufacturer.



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Lloyd's Register Foundation

W116-0175

1935 1936
 Dec 20-31 Jan 22-23-29 Feb 12-14-28 Mar 4-9-10-24-25 Apr 6-7
 During progress of work in shops -- 24-28-29-30 May 8-13-14-19-26-28 Jun 5-10-19
 Dates of Survey while building
 During erection on board vessel ---
 Total No. of visits 29 +

Dates of Examination of principal parts—Cylinders 14/12/36 14-3-36 Slides 14/5/36 Covers 14/18/36 14/3/36
 Pistons 14/5/36 Piston Rods 14/5/36 Connecting rods 14/5/36
 Crank shaft 30/4/36 Thrust shaft ✓ Intermediate shafts ✓
 Tube shaft ✓ Screw shaft ✓ Propeller ✓
 Stern tube ✓ Engine and boiler seatings ✓ Engines holding down bolts ✓
 Completion of fitting sea connections ✓ Boilers fixed ✓ Engines tried under steam ✓
 Completion of pumping arrangements ✓ Thickness of adjusting washers ✓
 Main boiler safety valves adjusted ✓ 2286 & 2287
 Crank shaft material S.M. Steel Identification Mark CHLP Thrust shaft material ✓ Identification Mark ✓
 Intermediate shafts, material ✓ Identification Marks ✓ 15-3-36 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material ✓ Identification Mark ✓ 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 the use of oil as fuel been complied with ✓
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ✓ 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 ST. HELENA, Nov. Rpt 938

General Remarks (State quality of workmanship, opinions as to class, &c.)

This Reciprocating Engine has been constructed under special Survey in accordance with the Rules and approved plans, and the materials and workmanship are good.

The Engine has been sent to Sunderland to be installed along with the L.P. Turbine and SR/DR Gearing, in J. L. Thompson's Yard No 57 1/2 ST. MARGARET. The Installation is eligible when satisfactorily installed on board, to have the record + LMC, with date when completed.

Total SHP Recip. Eng. 920 H.P. x 90 = 828 BHP or SHP
 L.P. Turbine = 640 SHP (as per H. Leslie)
 giving 304 N.H.P. with 1468 3730 sq ft H.S. @ 230 lbs.

Allocation of Fees, as follows.

Newcastle a/c { 1st Entry incl 5-0-0
 Recip. Engine 8-14-0
 L.P. Turbine 10-11-0
 London a/c SR/DR Gearing 9-0-0 Sups. £1-5-0
 Sunderland a/c { 2 main Boilers 28-5-0
 Installing incl 14-2-0
 £ 70-12-0

The amount of Entry Fee ... £ 5 : 0 : 0 When applied for,
 Special ... L.M.C. £ 70 : 12 : 0 27 JUN 1936
 Donkey Boiler Fee ... £ - : - : - When received,
 Travelling Expenses (if any) £ 1 : 5 : 0 6 July 1936

A. Watt.
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute FRI. 28 AUG 1936
 Assigned See Std. G.E. 31892

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

