

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 25 SEP 1935

Date of writing Report 24-9-1935 When handed in at Local Office 25 SEP 1935 Port of London

No. in Survey held at Bedford Date, First Survey 31st July 1935 Last Survey 29 August 1935
Reg. Book. on the (Number of Visits 6)Built at Newcastle-on-Tyne By whom built Swan Hunter & Wigham Richardson Ltd. Yard No. 1480 Tons Gross 8137 Net 5061
Engines made at Bedford By whom made W. H. Allen Sons & Co. Ltd. Engine No. R1/51659 When made 1935
Generators made at Bedford By whom made W. H. Allen Sons & Co. Ltd. Generator No. E1/51661 When made 1935Registered Horse Power IHP 550 (H.P.) Owners Port belonging to
Nom. Horse Power as per Rule 22 (Total) Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
Trade for which Vessel is intended - N^o of Sels. 2. Total Capacity of Generator 350 Kilowatts (247.5 kW)

ENGINES, &c.—Description of Engines Two cylinders Compound, direct coupled to generator. Revs. per minute 428
Dia. of Cylinders 11" 19" Length of Stroke 9" No. of Cylinders 2 each set No. of Cranks 2 each set
Crank shaft, dia. of journals as per Rule 5 1/2" Crank pin dia. 4 3/4" Crank webs Mid. length breadth 6 1/2" Thickness parallel to axis 3" 3 5/8" shrunk Thickness around eye-hole
Intermediate shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube screw shaft fitted with a continuous liner
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the propeller boss
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
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
If so, state type Length of Bearing in Stern Bush next to and supporting propeller
Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet
Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Feed Pumps No. and size Pumps connected to the Main Bilge Line No. and size
How driven How driven
Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size 1 per mg. 1 1/4" dia 3 3/8" Stroke SA
Are two independent means arranged for circulating water through the Oil Cooler No cooler. Suctions, connected to both Main Bilge Pumps and Auxiliary
Bilge Pumps, In Engine and Boiler Room
In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size
Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
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
Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
Are 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
Are 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
What Pipes pass through the bunkers How are they protected
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
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 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
Is Forced Draft fitted No. and Description of Boilers Working Pressure
IS A REPORT ON MAIN BOILERS NOW FORWARDED?
IS A DONKEY BOILER FITTED? If so, is a report now forwarded?
Is the donkey boiler intended to be used for domestic purposes only
PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
(If not state date of approval)
Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied *None supplied*
State the principal additional spare gear suppliedThe foregoing is a correct description,
W. H. ALLEN, SONS & Co., Ltd.

Manufacturer.



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Lloyd's Register
Foundation

W1178-0203

During progress of work in shops - - 1935 July 31. Aug. 14. 16. 22. 27. 29. = 6 Visits

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders 14. 16. 8. 35 Slides 16. 8. 35 Covers 14. 9. 16. 8. 35

Pistons 16. 8. 35 Piston Rods 16. 8. 35 Connecting rods 16. 8. 35

Crank shaft 16. 8. 35 Thrust shaft Intermediate shafts

Tube shaft Screw shaft Propeller

Stern tube Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material 4. 2. Steel Identification Mark Lloyd's 112 T. 92 H. 7. 25. 7. 35 9. 16. 8. 35

Intermediate shafts, material Identification Marks Tube shaft, material Lloyd's 111 T. 92 H. 7. 25. 7. 35 9. 16. 8. 35 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 No If so, state name of vessel

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

These two generating sets have been specially surveyed during construction. The materials used have been made at works approved by the Committee and tested by the Surveyors to this Society.

Full power, governing and rotation tests were witnessed in the shops and all found satisfactory. The engines being direct coupled to their respective generator.

They have now been dispatched to Newcastle-on-Tyne for fitting on board.

Attached hereto: Longing Certificates 4 in 11.
Certificate Rpt form 76 2 in 11 for generator

The amount of Entry Fee ... £

Special ... £ 18. 18. 0

Donkey Boiler Fee ... £

Travelling Expenses (if any) £ 4 : 5

When applied for,

25 SEP 1935

When received,

4. Nov 1935

Geo. A. Langford and A. Ewing
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 15 NOV 1935

Assigned

See minute on
76 Rpt.



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