

REPORT ON REFRIGERATING MACHINERY AND APPLIANCES.

(Received at London Office

6 FEB 1950

Date of writing Report 9-1-50 When landed in at Local Office 9-1-50 Port of DURBAN
No. in Reg. Book. Survey held at DURBAN Date: First Survey 14th Dec., Last Survey 8th Jan., 1950
15288 (No. of Visits 17

on the Refrigerating Machinery and Appliances of the S.S. "KILWA" Tons { Gross 26.53 Net 15.45

Vessel built at Greenock By whom built Scott's S.B. & E. Co. Yrd No. When built 1921
(Owners British India Stm. Nav. Co. Ltd., Port belonging to London Voyage East Africa

Refrigerating Machinery made by J. & E. Hall Ltd. Machine No. 13535/6 When made 1949

Insulation fitted by James Brown Ltd., When fitted 1949 System of Refrigeration CH 3 CL

Method of cooling Cargo Chambers Brine Insulating Material used Slab Cork

Number of Cargo Chambers insulated One Total refrigerated cargo capacity 275 cubic feet.

DESCRIPTION OF REFRIGERATING MACHINERY. Where placed Main deck

Refrigerating Units, No. of 2 No. of Machines 2 Cubic feet of air delivered per hour

Total refrigeration or ice-melting capacity in tons per 24 hours 4.6 Are all the units connected to all the refrigerated chambers Yes

Vee Belts Compressors, single or double acting Single No. of cylinders 4
4" Diameter of piston rod Trunk Pistons Length of stroke 3 1/2 Revs. 500

Driven from Electric motors 7 hp.

Working pressure, compound, or triple expansion, surface condensing. No. of cylinders Diameter

Working pressure Diameter of crank shaft journals and pins

of crank webs No. of sections in crank shaft Revolutions of engines per minute

2 or 4 stroke cycle Single or double acting

Diameter Length of stroke Span of bearings as per Rule

cylinders Diameter of crank shaft journals and pins

of crank webs No. of sections in crank shaft Revolutions of engine per minute

Type Hugh Scott & Co. No. of 2 Rated 38 amps 110

1760 revolutions per minute. Diameter of motor shafts at bearings 1 1/2"

g, maximum shaft horse power at 1st pinion Revolutions per minute at full power at 1st pinion

1st reduction wheel main shaft Pitch circle diameter, 1st pinion 2nd pinion

Main wheel Width of face, 1st reduction wheel Main wheel

Distances of pinion and wheel faces and the centre of the adjacent bearings, 1st pinion 2nd pinion

Main wheel Flexible pinion shafts, diameter 1st 2nd

meter at bearings, External, 1st 2nd Internal, 1st 2nd

of teeth of pinion, 1st 2nd Wheel shafts, diameter at bearings, 1st

Diameter at wheel shroud, 1st Main

No. of 2 Cast iron or steel casings Steel Cylindrical or rectangular Cylindrical

36 Material of coils 1 Worthington Simpson Can each be readily shut off or disconnected No

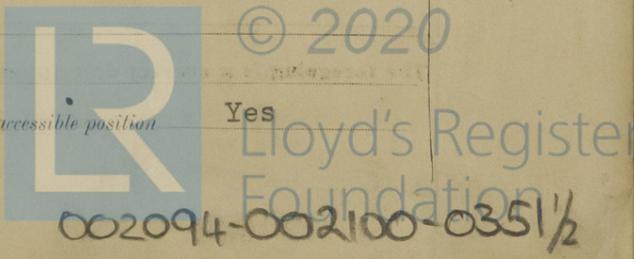
ing Pumps, No. and size of Size 2. D. 6. how worked Electric Gas Separators, No. of 2

Evaporators, No. of 1 Cast iron or steel casings Steel Pressure or gravity type Pressure

coils in each casing 2 Material of coils Steel Can each coil be readily shut off or disconnected Yes

Expansion or Brine Cooled Batteries, No. of Are there two separate systems, so that one may be in use while the other is being

Imd. 26-1



002094-002100-0351 1/2



**Sounding Pipes, No. and position in each chamber situated below the load water line** -

Diameter - Are all sounding pipes in way of insulated chambers fitted in accordance with Section 3, Clause 11 -

Are all wood linings tongued and grooved - Are cement facings reinforced with expanded steel lattice -

How is the expanded metal secured in place -

How are the cork slabs secured to the steel structure of the vessel -

**Air Trunkways in Chambers, inside dimensions, main** - and branch -

Are they permanently fixed or collapsible, or portable - State position in chambers -

Where air trunkways pass through watertight bulkheads, are they fitted with watertight doors - Are the door frames efficiently insulated -

Are insulated plugs supplied for the doorways - Where are the doors worked from -

**Cooling Pipes in Chambers, diameter**  $1\frac{1}{2}$  Bore ✓ Are they galvanised externally Yes ✓

How are they arranged in the chambers Overhead & side grids. ✓

**Thawing Off, what provision is made for removing the snow from the cooling pipes in the chambers** Steam Brine Heater fitted. ✓

The foregoing is a correct description of the Insulation and Appliances.

Builders.

**Plans.** Are approved Plans or Specifications forwarded herewith for the Refrigerating Machinery 22-2-49. and Insulation 22-2-49.  
(If not, state date of approval)

Is the Refrigerating Machinery and Appliances duplicate of a previous case No ✓ If so, state name of vessel -

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete. ✓

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

The above Refrigerating machinery has been efficiently installed in accordance with the Rules and approved plans and under a cooling down test found satisfactory.

The Refrigerating machinery is eligible in my opinion for the Record +LLOYD'S R.M.C.

12,49 in respect of the Spar deck chamber.

150

No of units 2  
No of Comp. 4

**PARTICULARS TO BE ENTERED IN REGISTER BOOK.**

REFRIGERATING MACHINES.					POWER.		INSULATED CARGO CHAMBERS.		
No. and Whether Single or Duplex.	Makers.	Date of Construction.	System.	Type.	(1) Refrigerating (2) Insulating the Chambers.	Cubic feet of air delivered per hour.	Ice melting capacity per 24 hours. Tons.	No.	Capacity.
No of units 2 2	J. & E. Hall Ltd.	1949	CH <sub>3</sub> CL	-	(1) CH <sub>3</sub> CL (2) Slab & Granulated Cork.	-	4.6	1	275 cu. feet

Fee ... (13. Rule) £32 : 0 : 0 Fee applied for, 9-1- 1950

Travelling Expenses £ 3 17 : 6 Received by me, - 19

Late Fee 5 5 0.

Committee's Minute FRI. 17 FEB 1950

Assigned + Lloyd's Rule 150

Write Dbr

CERTIFICATE WRITTEN.

Surveyor to Lloyd's Register.



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