

Rpt. 4.

No. 32092

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

MAY 21 1937

Date of writing Report 10 May 1937 When handed in at Local Office 10 May 1937 Port of Sunderland.
 No. in Survey held at Sunderland. Date, First Survey 13 July 36 Last Survey 7 May 1937
 Reg. Book on the Steel Screw Steamer "LLANDAFF" (Number of Visits 49)
 Built at Sunderland By whom built Bartlam & Sons Ltd Yard No. 245 Tons { Gross 4825
 Engines made at Hawcastle on Tyne By whom made White's Nav. Eng. Co. Ltd Engine No. 90 When built 1934
 Boilers made at Sunderland By whom made G. Clark (1936) Ltd Boiler No. 1201 When made 1934
 Registered Horse Power 348 Owners Wimborne S. S. Co. Ltd Port belonging to London.
 Nom. Horse Power as per Rule 348 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Please See Nwe. Rpt. No. 94862. Propeller 61 Revs. per minute ✓
 Dia. of Cylinders ✓ Length of Stroke ✓ No. of Cylinders ✓ No. of Cranks ✓
 Crank shaft, dia. of journals as per Rule Crank pin dia. ✓ Crank webs Mid. length breadth Thickness parallel to axis shrunk
 Intermediate Shafts, diameter as fitted 12" Thrust shaft, diameter at collars as fitted 13 1/4"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as fitted 13 1/2" Is the tube shaft fitted with a continuous liner Yes.
 Bronze Liners, thickness in way of bushes as per Rule 23/32" Thickness between bushes as per Rule 23/32" 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 one length.
 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 (Variable) Length of Bearing in Stern Bush next to and supporting propeller 4'-6 1/4"
 Propeller, dia. 18'-0" Pitch 19'-9" No. of blades 4. Material Brass whether Moveable No. Total Developed Surface 106. 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. none Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 Feed Pumps { No. and size 2 6" x 8 1/2" x 18" Pumps connected to the { No. and size 3 10" x 12" x 12" 10" x 6" x 6"
 How driven Steam Main Bilge Line { How driven Steam 4 10" x 9" x 8"
 Ballast Pumps, No. and size 2 10" x 12" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size 2 6" x 5 1/2" x 15"
 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 3 @ 3" E.R. 1 @ 2 1/2" Suction well.
 In Pump Room ✓ In Holds, &c. Forehold 3 1/2" φ r.s. Fore main hold 3 1/2" φ r.s.
 Cross bunker 2" φ r.s. Aft main hold 3" φ r.s. Aft hold 3" φ r.s.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 2 @ 4 1/2" 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 above.
 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 Forward Bilge Suctions How are they protected Lead Casings.
 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 E.R. top flating

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface (sq. ft.) Boilers 4834 (3540 for main + 1294 for aux.)
 Is Forced Draft fitted Yes. (aux. bls.) No. and Description of Boilers 2 S.B. + 1 aux. Working Pressure 230 lbs/sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.
 IS AN AUXILIARY BOILER FITTED? Yes. If so, is a report now forwarded? Yes.
 Is the donkey boiler intended to be used for domestic purposes only ✓
 PLANS. Are approved plans forwarded herewith for Shafting (Nwe.) Main Boilers Yes. Auxiliary Boilers Yes. Donkey Boilers ✓
 Superheaters Yes. General Pumping Arrangements Yes. 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 Please See Nwe. Rpt. No. 94862.

One Cast Iron Propeller, one Propeller Shaft, 4 main Check valve lids
4 auxiliary Check valve lids, 12 Condenser tubes, 6 plain boiler tubes,
1 set valves for Dist. & Del. valve Chest of ballast pump, 2 main boiler Safety
valve Springs, one Superheater Safety valve Spring, one top & one bottom
end bearings & bolts for fan engine.

The foregoing is a correct description,
 FOR GEORGE CLARK (1936) LTD

H. Blackerby

Manufacturer.



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Lloyd's Register
 Foundation

001427-002434-0063

PILLAR
Centre
Stiffer
Platin
STRING
Upper
String
Thick
Thick
If She
Second
String
STR
FLAT PLAT
BOTTOM PL
of Strake
BILGE PLAT
Strakes
SIDE PLAT
Strakes
UPPER DE
strake in
UPPER DE
strake in
STRAKE BE
strake in
STRAKE BE
strake in
POOP SIDE
BRIDGE SID
FOREC'TLE
Total No.
MIDSHIP
COLLISIO
AFTER P
STEEL.

Dates of Survey while building
During progress of work in shops - -
1936 July 13 Aug 18 Sep 3 18 24 Oct 1 6 Nov 4 18 22 23 25 Dec 3 7 9 16 23
1937 Jan 6 7 11 19 27 Feb 2 5 9 10 11 15 16 19 22 23 24 26 Mar 3 15 16 17 31 Apr 2 6 9
During erection on board vessel - - -
13 15 16 22 30 May 4 7
Total No. of visits 49

Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓
Pistons ✓ Piston Rods ✓ Connecting rods ✓
Crank shaft ✓ Thrust shaft 4/1/34 (Gms.) Intermediate shafts 22/2/34 15/3/34
Tube shaft ✓ Screw shaft 19/1/34 24/1/34 Propeller 2/2/34
Stern tube 14/3/34 3/3/34 Engine and boiler seatings 16/2/34 Engines holding down bolts 13/4/34
Completion of fitting sea connections 3/3/34
Completion of pumping arrangements 4/5/34 Boilers fixed 13/4/34 Engines tried under steam 4/5/34 Aug. B.H.
Main boiler safety valves adjusted 4/5/34 Thickness of adjusting washers P.B.H. P. 9/32 S.P.H. S.B.H. P. 3/8 S.P.H. P. 1/2 S.H.
Crank shaft material Ingot Steel Identification Mark No. 452 Thrust shaft material Ingot Steel Identification Mark CHLP 4/1/34
Intermediate shafts, material Ingot Steel Identification Marks WHF 22/2/34 Tube shaft, material P.D. Steel Identification Mark 14/3/34
Screw shaft, material Ingot Steel Identification Mark WHF 24/1/34 Steam Pipes, material P.D. Steel Test pressure 690 lb. Date of Test 9/4/34
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 S/S "LLANASHE".

General Remarks (State quality of workmanship, opinions as to class, &c.)
This machinery has been securely fitted on board the vessel & tried under working conditions alongside quay with satisfactory results.
The machinery is now eligible in my opinion to have notation of L.M.C. S. 34 T.S. (CL) in the Register Book.

Two-man B.H.S.
The amount of Entry Fee £ 30 18 6
Special £
Installing machinery £ 15 19 6
Donkey Boiler Fee £
(Charged on N.W.C.C.)
Travelling Expenses (if any) £
When applied for, 1934
When received, 1934

J. H. K. R. A. S. W.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 25 MAY 1937
Assigned + L.M.C. S. 34
250 (22 Spt.) + 1 aux L.B.
CL