

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office
NEWCASTLE-ON-TYNE

-8 JUL 1936

Date of writing Report 19 2/7/36 Port of Newcastle on Tyne
 No. in Survey held at Newcastle on Tyne Date, First Survey 31st Aug/35 Last Survey 1st July 1936
 Reg. Book. on the Steel Twin Sc. "LIMTALI" (Number of Visits 2)
 Built at Newcastle (Walker) By whom built Swan Hunter & Wigham Richardson & Co. Ltd Yard No. 1492 When built 1936
 Engines made at do By whom made do Engine No. 1492 When made 1936
 Boilers made at do By whom made do Boiler No. 1492 When made 1936
 Registered Horse Power Owners Bullard King & Co. Ltd Port belonging to LONDON
 Nom. Horse Power as per Rule 1118 ¹¹²⁴ Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
 Trade for which Vessel is intended UK - South Africa

ENGINES, &c.—Description of Engines Twin Triple Exp Recip with Bauer-Wach Sch. Steam Turbines Revs. per minute 120
 Dia. of Cylinders 22 1/2 + 38 + 63 Length of Stroke 39 No. of Cylinders 6 No. of Cranks 6
 Crank shaft, dia. of journals 12.4 as per Rule 12.875 Crank pin dia. 12 1/8 Crank webs Mid. length breadth shrunk Thickness parallel to axis 8"
 Intermediate Shafts, diameter 12.1 (As Recip only, 11.82") as per Rule 12.5 Thrust shaft, diameter at collars 12.1 x 1.05 = 12.7 as fitted 12.5 as per Rule 13 as fitted 13
 Tube Shafts, diameter 13.35 as per Rule 13.75 Is the screw shaft fitted with a continuous liner Yes
 Screw Shaft, diameter 13.35 as per Rule 13.75 as fitted 13.75
 Bronze Liners, thickness in way of bushes 23/32 as per Rule 23/32 Thickness between bushes 19/32 + 5/8 as per Rule 9/16 as fitted 19/32 + 5/8 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 CL is in one piece
 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes
 Propeller, dia. 15ft Pitch 15.6ft No. of Blades 3 Material Brnze whether Moveable No Total Developed Surface 64.5 sq. feet
 Feed Pumps worked from the Main Engines, No. None Diameter 5 1/2" Stroke 21" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. One Diameter 5 1/2" Stroke 21" Can one be overhauled while the other is at work Yes
 INDEPENDENT Feed Pumps No. and size 2 of 10 inch x 13 1/2 inch x 24 INDEPT Pumps connected to the Main Bilge Line (No. and size Gen Sew. 10 x 10 x 18 - Ball. 12 x 14 x 24; Imoy. Rotary)
 How driven Steam How driven Steam Elec. Motor
 Ballast Pumps, No. and size one 12 x 14 x 24 Simplex Lubricating Oil Pumps, including Spare Pump, No. and size 3 of 9 x 8 x 18 Simplex Steam
 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 4 of 3 1/2"
 In Pump Room Yes In Holds, &c. No 1 Hold 2 of 3"; No 2 Hold 2 of 3"; No 3 Hold 2 of 3"; No 4 Hold one of 3"; Tunnel well one of 2 1/2"

MAIN WATER CIRCULATING PUMP Direct Bilge Suctions, No. and size 2 of 1 1/4" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 of 6" 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 below
 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 Tanked bilge How are they protected M. Steel plate covers
 What pipes pass through the deep tanks No Deep Tanks 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 upper deck in ER.

MAIN BOILERS, &c.—(Letter for record (3)) Total Heating Surface of Boilers 14184 sq. ft
 Is Forced Draft fitted Yes No. and Description of Boilers 4 Single ended Scotch Type Working Pressure 225 lbs/sq. in
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes
 Is the donkey boiler intended to be used for domestic purposes only Yes

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval) Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied 2 Brnze Propellers (1 Pat & 1 Str); 1 Screw Shaft; 1 pair Conn rod top end Bearings; 1 pair Conn Rod Bottom Ends; 1 air pump bucket & rod; 1 Air pump Head Valve with valves; 1 set Bilge pump Suction Valves; 1 set Bilge pump Disch. Valves; 1 set Cyl. relief Valve Springs; 6 junk ring bolts; 1 safety Valve Spring; 100 Condenser tubes; 1 feed check valve & seat

The foregoing is a correct description,

G. J. Tweedy Manufacturer.



003245-003251-0049

1935
 During progress of work in shops -- Aug. 31, Sep. 2, 6, 10, 19, 20, 23, 23, Oct. 1, 3, 7, 8, 10, 11, 15, 16, 17, 18, 21, 22, 23, 25, 29, Nov. 4, 26, 8, 1935
 9, 11, 14, 15, 16, 18, 20, 21, 25, 26, 27, 29, Dec. 2, 3, 5, 6, 9, 10, 11, 12, 13, 16, 17, 19, 20, 21, 23, 24, 27, Jan. 6, 8, 14, 16, 20, 22, 23, 24, 30, 31, Feb. 3, 4, 5, 6, 10, 13, 15, 17, 19, 20, 21, 22, 24, 25, 26, 27, Mar. 3, 4, 6, 9, 10, 12, 1, 20, 23, 25, 26, Apr. 1, 3, 15, 20, 29, May 1, 4, 6, 7, 12, 15, 18, 20, 21, 22, 27, 28, June 4, 10, 18, July 1, 1936

Dates of Survey while building
 During erection on board vessel --
 Total No. of visits 119.

Dates of Examination of principal parts—Cylinders HP 25/11/35 STBD 15/10/35 Slides P 10/2/36 S 17/2/36 Covers P 10/2/36 S 17/2/36
 Pistons P 10/2/36 S 17/2/36 Piston Rods P 10/2/36 S 17/2/36 Connecting rods P 10/2/36 S 17/2/36
 Crank shaft P 23/9/35 S 8/10/35 Thrust shaft P 4/2/36 Intermediate shafts 27-2-36 to 3/3/36
 Tube shaft ✓ Screw shaft P 24/2/36 S 26/2/36 Propeller P 20/3/36
 Stern tube P 10/2/36 S 6/2/36 Engine and boiler seatings 20/3/36 S 15/4/36 Engines holding down bolts 20/4/36
 Completion of fitting sea connections 20/3/36
 Completion of pumping arrangements 15/5/36 Boilers fixed 15/4/36 Engines tried under steam 20/4/36 and 4 June 1936
 Main boiler safety valves adjusted 20/5/36 Thickness of adjusting washers FORD. A. 3/8; F. 1/2; Sub. 1/32. FORD. P 10/2/36 S 17/2/36
 Crank shaft material S.M. Steel Identification Mark WEBS 5718.H.A.I. JOURNALS PINS 2170 to 2174 C.R.R. Thrust shaft material S.M. Steel Identification Mark 8066 J.D. AN 4-2-36
 Intermediate shafts, material S.M. Steel Identification Marks CRR. 2176-7-8-9, 2180-1-2-3-4-5-6-8-2187 C.R.R. Tube shaft, material S.M. Steel Identification Mark P 2175.C.R.R. S 2176 "Steam Pipes, material S.D. Steel Test pressure 675 lbs Date of Test 8/11/35
 Screw shaft, material S.M. Steel Identification Mark Spare 2177
 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 ✓ 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 LIMTATA, New. Rpt. no 93142.

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The Machinery has been built under special survey in accordance with the Rules, satisfactorily installed and tried under steam under full working conditions. The materials and workmanship are good.
 The vessel is eligible in my opinion to be classed with this Society and to have record + LMC 7.36; CL.

NEWCASTLE-on-TYNE.

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

The amount of Entry Fee ... £ 6 : 0 :
 Special ... £ 127 : 19 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, -7 JUL 1936
 When received, 11-7 36 13/7

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

Committee's Minute
 Assigned + LMC 7.36 7.2.
 FRI. 10 JUL 1935