

Rpt. 4.

Newcastle-on-Tyne 93942

FOR ELECTRIC GENERATOR No. 102,425

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 16 JAN 1936

Date of writing Report 14 January 36 When handed in at Local Office 16 JAN 1936 Port of London

No. in Survey held at Bedford Date, First Survey 24 October 1935 Last Survey 30 December 1935  
Reg. Book. on the TWINS 4/5 UMTALI. (Number of Visits 10) Gross 8158  
Tons Net 5084

Built at Newcastle-on-Tyne By whom built Swan Hunter & Wigham Richardson & Co. Yard No. 1492. When built 1936

GENERATOR Engines made at Bedford By whom made W.H. Allen Sons & Co. Ltd Engine No. R1/54414 When made 1935

GENERATORS Boilers made at Bedford By whom made W.H. Allen Sons & Co. Ltd Boiler No. E1/54416 When made 1935

Registered Horse Power LHP 550 Total Owners Port belonging to

Nom. Horse Power as per Rule 22. Total Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes

Trade for which Vessel is intended No. of SETs 2. Total Capacity of Generator 350 kW (20175 kW)

ENGINES, &c.—Description of Engines Two cylinder Compound - Direct Coupled to generator Revs. per minute 425

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" (5 1/2" Crank pin dia.) 4 3/4" Crank webs Mid. length breadth 6 1/2" Thickness parallel to axis

Intermediate Shafts, diameter as fitted 16" Thrust shaft, diameter at collar as fitted

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube shaft fitted with a continuous liner

Bronze 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

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

shift 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 Main Bilge Line Pumps connected to the No. and size How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size 1 per mg. 1 1/4" dia x 3 3/8" Stroke S.A.

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 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 Working Pressure

Is Forced Draft fitted No. and Description of Boilers

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 No spare gear supplied

State the principal additional spare gear supplied

The foregoing is a correct description,

For W.H. Allen, Sons & Co. Ltd. Manufacturer.



1935. Oct. 24. 30. Nov. 1, 18, 21, 23, 26, Dec. 9, 19, 30. = 10 visits.

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders 24/10/35 - 30/10/35 Slides 18/11/35 Covers 24/10/35 - 30/10/35

Pistons 21/11/35 Piston Rods 21/11/35 Connecting rods 21/11/35

Crank shaft 21/11/35 Thrust shaft - Intermediate shafts -

Tube shaft - Screw shaft - Propeller -

Stern tube - Engine and boiler seatings - Engines holding down bolts -

Completion of fitting sea connections - Boilers fixed - Engines tried under steam -

Completion of pumping arrangements - Main boiler safety valves adjusted - Thickness of adjusting washers -

Crank shaft material 4.2. Steel Identification Marks Lloyd's 131 Test 119 CSP 9.10.35 SAL 21.11.35 Thrust shaft material and Lloyd's 131 Test 120 CSP 9.10.35 SAL 21.11.35 Identification Mark

Intermediate shafts, material Identification Marks 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 1/10 If so, state name of vessel Swan Hunt & Wigham Richardson N° 1480

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

These two steam driven electric generator 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 & insulation tests have been witnessed in the shop and found satisfactory. They have now been dispatched to Newcastle for fitting onboard.

These two sets have been satisfactorily installed in the ship from Se 5/5 LINTALI, SHWRs Yard No 1492.

Antatt  
Newcastle on Tyne  
5<sup>th</sup> June 1936.

Attached hereto:- Forging Certificate 5 m N°  
Certificate "Rpt 76" 2 m N° for generator.

The amount of Entry Fee ... £ : ✓ : When applied for, 16 JAN 1936

Special ... £ 18 : 18 : 0

Donkey Boiler Fee ... £ : ✓ : When received, as per London / Newcastle letter 2/3/1936

Travelling Expenses (if any) £ 3 : 7 : 9

Geo. A. Lang & J. S. Ewing  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 10 JUL 1936

Assigned

See Nwc 76 93942



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Foundation