

Newcastle-on-Tyne 93942

FOR ELECTRIC GENERATOR No. 102,425

Rpt. 4.

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 5/5 UMTALI. (Number of Visits 10) Tons Gross 8158 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. R/54414 When made 1935

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

Registered Horse Power I.H.P. 550 Total Owners Is Electric Light fitted Yes

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 - Quiet 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
as fitted 5" (5 1/2" Crank pin dia.) 4 3/4" Crank webs Mid. length thickness 3 1/2" 3/8" shrunk must taper Thickness around eye-hole

Intermediate Shafts, diameter as per Rule as fitted 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 screw) 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
shaft 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 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

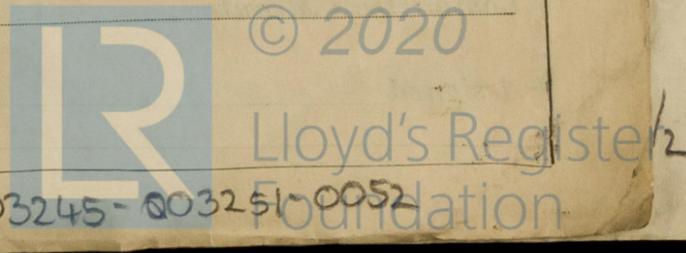
PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
(If not state date of approval)

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.



If not, state whether, and when, one will be sent
If a Report also sent on the Hull of the Ship
N07E - The words which do not apply should be deleted.

1935. Oct. 24, 30. Nov. 1, 18, 21, 23, 26, 17 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 shafts 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 - Thickness of adjusting washers -

Main boiler safety valves adjusted -

Crank shaft material N.2. Steel Identification Marks

LLOYD 131
Test 119
CSP 9.10.35
SAL 21.11.35

 Thrust shaft material

LLOYD 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 Yes 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.

Admitt
Newcastle on Tyne
5th June 1936.

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

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

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

Special ... £ 18 - 18 - 0 : 19

Donkey Boiler Fee ... £ ✓ : When received, London / Newcastle

Travelling Expenses (if any) £ 3 : 7 9 : 2/2/1936

Geo. A. Pang & Edw. Ewing
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 10 JUL 1936

Assigned

See Nwc. J.C. 93942



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