

Rpt. 4.

GENERATING

No.

121377

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report 17 Nov 1950 When handed in at Local Office 25 Nov 1950 Port of LONDON
No. in Survey held at PETERBOROUGH Date, First Survey 22 Sept Last Survey 10 Nov 1950
Reg. Book ATHELSULTAN (Number of Visits Two)
Built at SMITHS DOCK CO. LTD. Yard No. 11300C When built 11/50
Engines made at PETERBOROUGH By whom made PETER BROTHERHOOD LTD Engine No. 11300D When made 11/50
Boilers made at By whom made Boiler No. When made
Registered Horse Power 50 H.P. EACH Owners Port belonging to
Nom. Horse Power as per Rule 3.5 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
Trade for which vessel is intended

ENGINES, &c.—Description of Engines VERTICAL COMPOUND 7 3/4" x 12" Revs. per minute 600
Dia. of Cylinders 7 3/4" HP - 12" LP Length of Stroke 6" No. of Cylinders 2 No. of Cranks 2
Crank shaft, dia. of journals as per Rule 96 APPROVED Crank pin dia. 3 1/2" Crank webs Mid. length breadth 6 3/4" (BLACK TYPE) Thickness parallel to axis shrunk
as fitted 3 1/2" Mid. length thickness 1 3/4" Thickness around eye-hole as per Rule
Intermediate Shafts, diameter as fitted Thrust shaft, diameter at collars as fitted
Tube Shafts, diameter as fitted Screw Shaft, diameter as fitted Is the { tube / screw } shaft fitted with a continuous liner { Yes }
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube
If two liners are fitted, is the shaft lapped or protected between the liners Length of Bearing in Stern Bush next to and supporting propeller
at If so, state type
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 / How driven } Pumps connected to the { No. and size / How driven } Main Bilge Line
Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size ONE. 1 1/4" DIA x 2" STROKE. 4.4 GPM.
Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to 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 and/or Boiler 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 they fitted with Valves or Cocks
Are all Sea Connections fitted direct on the skin of the ship Are the Overboard Discharges above or below the deep water line
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Blow Off Cocks fitted with a spigot and brass covering plate
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel How are they protected
What Pipes pass through the bunkers Have they been tested as per Rule
What pipes pass through the deep tanks 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 Working Pressure) Total Heating Surface of Boilers Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters
No. and Description of Boilers IS A REPORT ON MAIN BOILERS NOW FORWARDED? If so, is a report now forwarded?
IS A DONKEY BOILER FITTED? Can the donkey boiler be used for other than domestic purposes
PLANS. Are approved plans forwarded herewith for Shafting CRANKSHAFT Main Boilers Auxiliary Boilers Donkey Boilers
(If not state date of approval) APPROVED BY LETTER DATED 25.4.50.
Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

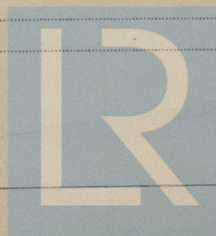
Has the spare gear required by the Rules been supplied State the principal additional spare gear supplied 1 off. TOP AND BOTTOM END BEARINGS. 3 off. MAIN BEARING BRASSES. 1 off. HP & LP
PESTON RINGS. 2 off. GOV. WEIGHT SPRINGS. 1 off. GOV. REG. SPRING

FOR PETER BROTHERHOOD LTD.

The foregoing is a correct description.

DIRECTOR

Manufacturer.



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Lloyd's Register
Foundation

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22.9.50 - 10.11.50.
During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - -
Total No. of visits 2 (2 shops)

Dates of Examination of principal parts—Cylinders 22.9.50. Slides Covers
Pistons 22.9.50. Piston Rods 22.9.50. Connecting rods 22.9.50.
Crank shaft 10.11.50. Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material 5 M STEEL Identification Mark 257-25.10.48 Thrust shaft material 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 HAWTHORN LESLIE & CO. LTD. No. 700.

General Remarks (State quality of workmanship, opinions as to class, &c.) These two Generating Engines have been built under survey in accordance with approved plans and the requirements of the Rules. Steel used in manufacture has been made at works approved by the Committee and under the supervision of the Society's Surveyors. The workmanship is satisfactory, and the Engines are, in my opinion, eligible to be installed in a vessel classed with the Society.

Satisfactory running tests and governing trials were held and witnessed at the makers works of both Engines coupled to their Generators.

Engine No 11300 C is coupled to Generator No 41103 } made by Sunderland
" " 11300 D " " " " } George & Eng. Co Ltd.

The amount of Entry Fee ... £ : : When applied for,
Special ... £ 8 : 0 : 0 27 Nov 1950
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ 1 : 5 : 9 19

Date FRI. 13 APR 1951

Committee's Minute See F.E. mchly sph

J.B. Smail
Engineer Surveyor to Lloyd's Register of Shipping.