

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 25 SEP 1935

Date of writing Report 24-9-1935 When handed in at Local Office 25 SEP 1935 Port of London

No. in Survey held at Bedford Date, First Survey 31st July 1935 Last Survey 29 August 1935
Reg. Book on the (Number of Visits 6)

Built at Newcastle-on-Tyne By whom built Swan Hunter & Wigham Richardson Ltd. Yard No. 1480 Tons Gross 8137 Net 5061
When built 1935

Engines made at Bedford By whom made W. H. Allen Sons & Co. Ltd. Engine No. R1/51659 When made 1935

Generators made at Bedford By whom made W. H. Allen Sons & Co. Ltd. GENERATOR No. E1/51661 When made 1935
Boiler No. E1/51661

Registered Horse Power IHP 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

Trade for which Vessel is intended - N^o. of Sets 2. Total Capacity of Generator 350 Kilowatts (247.5 kW)

ENGINES, &c.—Description of Engines Two cylinders Compound, direct coupled to generator. Revs. per minute 428

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 1/2" Crank pin dia. 4 3/4" Crank webs Mid. length breadth 6 1/2" Thickness parallel to axis
as fitted 5 1/2" Mid. length thickness 3" 3 5/8" shrunk Thickness around eye-hole

Intermediate shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
as fitted

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

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
as fitted

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 3 3/8" Stroke SA
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 Pump 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

Is Forced Draft fitted No. and Description of Boilers Working Pressure

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 None supplied

State the principal additional spare gear supplied

The foregoing is a correct description,
W. H. ALLEN, SONS & Co., Ltd.

W. H. Allen

Manufacturer.



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Lloyd's Register
Foundation

W1178-0203

During progress of work in shops - - } 1935 July 31. Aug. 14, 16, 22, 27, 29. = 6 Visits

Dates of Survey while building } During erection on board vessel - - - }

Total No. of visits _____

Dates of Examination of principal parts—Cylinders 14 and 16.8.35 Slides 16.8.35 Covers 14 & 16.8.35

Pistons 16.8.35 Piston Rods 16.8.35 Connecting rods 16.8.35

Crank shafts 16.8.35 Thrust shaft — Intermediate shafts —

Tube shaft — Screw shaft — Propeller —

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

Completion of fitting sea connections —

Completion of pumping arrangements — Boilers fixed — Engines tried under steam —

Main boiler safety valves adjusted — Thickness of adjusting washers —

Crank shaft material 4.2. Steel Identification Mark LLOYD 112 T-198 H774C 25.7.35 9AL 16.8.35 Identification Mark LLOYD 111 T-198 H774C 25.7.35 9AL 16.8.35

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 No If so, state name of vessel _____

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

These two generating 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 and imitation tests were witnessed in the shops and all found satisfactory. The engines being direct coupled to their respective generators.

They have now been dispatched to Newcastle-on-Tyne for fitting on board.

Attached hereto: - Longing Certificates 4 in 11.
Certificates Rpt form 76 2 in 11 for generators

The amount of Entry Fee ... £ 18.18.0 : When applied for, 25 SEP 1935

Special ... £ — : When received, as per letter LOR/NWC 4 Nov 1935 SRA

Donkey Boiler Fee ... £ — : —

Travelling Expenses (if any) £ 4 : 5 : 4 : —

Geo. Langford and A. Zwirg
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 15 NOV 1935

Assigned See minute on 76 Rpt.



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