

Rpt. 4.

No. 33799

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report

When handed in at Local Office

8 OCT 1943

Port of

SUNDERLAND.

No. in Survey held at
Reg. Book

Sunderland

Date, First Survey

Oct 9 '42

Last Survey

Oct 4 1943

(Number of Visits 71)

Tons { Gross 2847
Net 1588

on the

WRENWOOD

Built at

Sunderland

By whom built

H.P. Austin & Son, Ltd.

Yard No. 368

When built 1943

Engines made at

do

By whom made

H.E. Mac. Eng. Co. (1928)

Engine No. 4027

When made do

Boilers made at

do

By whom made

do

Boiler No. do

When made do

Registered Horse Power

Owners W.R. Francis Funnell & Co. Ltd.

Port belonging to London

Nom. Horse Power as per Rule

256

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

Trade for which vessel is intended

Coal

ENGINES, &c.—Description of Engines

Triple Expansion

Revs. per minute

Dia. of Cylinders

18 1/2", 31", 52"

Length of Stroke

39"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 10.8"

as fitted 11 1/4"

Crank pin dia.

11 1/4"

Crank webs

Mid. length breadth

Mid. length thickness

Thrust shaft, diameter at collars

as per Rule 10.8"

as fitted 11 1/4"

Intermediate Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 11 5/8"

as fitted 12 3/4"

Is the { tube } shaft fitted with a continuous liner { yes }

Is the after end of the liner made watertight in the

Bronze Liners, thickness in way of bushes

as per Rule 20.8/32"

as fitted 11/16"

Thickness between bushes

as per Rule 15.6/32"

as fitted 11/16"

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

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

at no If so, state type

Propeller, dia. 5'-6" Pitch

No. of Blades 4

Material C.I.

whether Moveable not

Total Developed Surface 85 sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 3 1/4"

Stroke 21"

Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 3 1/4"

Stroke 21"

Can one be overhauled while the other is at work yes

Feed Pumps { No. and size 1, 8" x 16" x 15"

Pumps connected to the Main Bilge Line

{ No. and size 1, 10 1/2" x 13" x 24" & 1, 8" x 6" x 15"

How driven Steam

How driven Steam

Ballast Pumps, No. and size 1, 10 1/2" x 13" x 24"

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps:—In Engine and Boiler Room Eng. Room 1 @ 2 1/2" dia. Boiler Room 1 @ 3" dia.

In Pump Room In Holds, &c. No. 1. 2 @ 2 1/2" dia.; No. 2. 2 @ 2 1/2" dia.;

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 @ 3 1/2" dia.

No. and size 1 @ 4" dia. & 1, 3" dia. portable

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 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel yes

What Pipes pass through the bunkers

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 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

Is it fitted with a watertight door

worked from

MAIN BOILERS, &c.—(Letter for record 5)

Total Heating Surface of Boilers 3664 sq. ft.

Which Boilers are fitted with Forced Draft both

Which Boilers are fitted with Superheaters none

No. and Description of Boilers 2, S.E. Cylindrical

Working Pressure 220 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no

If so, is a report now forwarded?

Can the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 16/6/42 Main Boilers 20/3/42 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 yes

State the principal additional spare gear supplied

THE NORTH EASTERN MARINE ENGINEERING CO. (1900) LTD.

The foregoing is a correct description.

RESIDENT MANAGER.

Manufacturer.

002639-002646-0057

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Lloyd's Register

Foundation

Dates of Survey while building
 During progress of work in shops - - { 1942 Oct. 9, 21, 27, 30, 31, Jan. 29, Feb. 29, Apr. 27, 13, 16, 22, 27, 29, 30, May 2, 5, 6, 11, 12, 13, 20, 21, 29, June 2, 3, 8, 9, 12, 16, 17, 19, 22, 23, 24, 25, 26, 30, July 1, 5, 6, 7, 9, 10, 13, 14, 15, 16, 19, 20, 21, 23.
 During erection on board vessel - - { Aug. 5, 6, 9, 11, 13, 16, 17, 18, 19, 20, 21, 23, 24, 27, 31, Sep. 9, 10, 13, 23, 28, Oct. 4.
 Total No. of visits 71

Dates of Examination of principal parts—Cylinders *P 29/5/43; P 2/6/43; P 16/6/43* Slides *14/7/43* Covers *14/7/43*
 Pistons *14/7/43* Piston Rods *16/7/43* Connecting rods *16/7/43*
 Crank shaft *26/6/43* Thrust shaft *23/7/43* Intermediate shafts —
 Tube shaft — Screw shaft *15/7/43* Propeller *20/7/43*
 Stern tube *9/6/43* Engine and boiler seatings *20/7/43* Engines holding down bolts *13/8/43*
 Completion of fitting sea connections *16/6/43*
 Completion of pumping arrangements *10/9/43* Boilers fixed *13/8/43* Engines tried under steam *27/8/43 & 10/9/43*
 Main boiler safety valves adjusted *27/8/43 & 10/9/43* Thickness of adjusting washers *Port 7/16" port, 3/8" std.; 3" std. 7/8" std. & 5/16" port.*
 Crank shaft material *Steel* Identification Mark *37.82; 27.84* Thrust shaft material *Steel* Identification Mark *521*
 Intermediate shafts, material — Identification Marks — Tube shaft, material — Identification Mark —
 Screw shaft, material *Steel* Identification Mark *520* Steam Pipes, material *Steel* Test pressure *660 lb.* Date of Test *21/8/43*
 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 *No* 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 *Not required.*
 Is this machinery duplicate of a previous case *No* If so, state name of vessel — *Brushwood*
 General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been instructed under
 Special Survey in accordance with the approved plans,
 Secretary's letters & the requirements of the Rules.
 Workmanship and materials are good.

The machinery has efficiently fitted on board and
 tried under working conditions with satisfactory results
 and is eligible, in my opinion, for the

NOTATION + L.M.C.10.43., C.L., 2.S.B. 220 lb. F.D.

L. R. Horne

Note:- Please see Secretary's letter 22/7/43 re War Damage.

The amount of Entry Fee ... £ 4 : : When applied for,
 Special £ 63 : 8 : 7 OCT 1943
 Donkey Boiler Fee £ : : When received,
 Travelling Expenses (if any) £ : : 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute ... TUES. 26 OCT 1943
 Assigned ... + LMC 10.43 FD CL



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 Foundation