

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 2 DEC 1924

Date of writing Report 19 When handed in at Local Office - 1 DEC 1924 Port of **SUNDERLAND**
 No. in Survey held at **Sunderland** Date, First Survey **3rd May** Last Survey **1st December 1924**
 Reg. Book. on the **SS. "FYLINGDALE"** (Number of Visits **38**)
 Built at **Sunderland** By whom built **J. D. Thompson & Sons Ltd** Yard No. **553** Tons { Gross **3918**
 Engines made at **Sunderland** By whom made **Richardson Westgarth & Co. Ltd** Engine No. **2189** when made **1924**
 Boilers made at **Sunderland** By whom made **Richardson Westgarth & Co. Ltd** Boiler No. **2189** when made **1924**
 Registered Horse Power Owners **Howland & Muswood S.S. Co. Ltd** Port belonging to **Whitby**
 Nom. Horse Power as per Rule **345** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **YES**

ENGINES, &c.—Description of Engines **Triple**
 Dia. of Cylinders **25.42.68** Length of Stroke **45"** Revs. per minute **64** No. of Cylinders **3** No. of Cranks **3**
 Dia. of Crank shaft journals as per rule **12.9** as fitted **13.5** Dia. of Crank pin **13.5** Crank webs Mid. length breadth **19.5** shrunk Thickness parallel to axis **8"**
 as fitted **13.5** Mid. length thickness **8.5** Thickness around eye-hole **5.5**
 Diameter of Thrust shaft under collars as per rule **12.9** as fitted **14.5** Diameter of Tunnel shaft as per rule **12.28** as fitted **12.5** Diameter of Screw shaft as per rule **13.67** as fitted **14.4** Is the Screw shaft fitted with a continuous liner the whole length of the stern tube **YES** Is the after end of the liner made watertight in the propeller boss **YES**
 If the liner is in more than one length are the joints burned **YES** If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive **YES**
 If two liners are fitted, is the shaft lapped or protected between the liners **YES** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated **YES** Length of Stern Bush **4-9 1/2** Diameter of Propeller **16-9**
 Pitch of Propeller **16-9** No. of Blades **4** State whether Moveable **No** Total Surface **88.98** square feet.
 No. of Feed Pumps fitted to the Main Engines **2** Diameter of ditto **3** Stroke **27** Can one be overhauled while the other is at work **YES**
 No. of Bilge Pumps fitted to the Main Engines **2** Diameter of ditto **3 3/4** Stroke **27** Can one be overhauled while the other is at work **YES**
 Total number and size of power driven Feed and Bilge Auxiliary Pumps **Feed 8 1/2 x 6 x 18, Gen. Service 7 1/2 x 5 x 6**
 No. and size of Pumps connected to the Main Bilge Line **1 @ 9 x 10 1/2 x 10**
 No. and size of Ballast Pumps **1 @ 9 x 10 1/2 x 10** No. and size of Lubricating Oil Pumps, including Spare Pump **YES**
 Are two independent means arranged for circulating water through the Oil Cooler **YES** No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room **4 @ 2 1/2"** and in Holds, &c. **No. 1, 2 @ 3", No. 2, 2 @ 3 1/2", No. 3—**
2 @ 3" @ 4, 2 @ 3" Tunnel well 1 @ 2 1/2"

No. and size of Main Water Circulating Pump Bilge Suctions **1 @ 5 1/2"** No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges **1 @ 4 1/2"** 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 connections with the sea direct on the skin of the ship **YES** Are they Valves or Cocks **Both**
 Are they size sufficiently high on the ship's side to be seen without lifting the stokehold plates **YES** Are the Discharge Pipes above or below the deep water line **above**
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel **YES** Are the Blow Off Cocks fitted with a spigot and brass covering plate **YES**
 What Pipes are carried through the bunkers **None** How are they protected **—**
 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 Screw Shaft Tunnel watertight **YES** Is it fitted with a watertight door **YES** worked from **Upper Platform**

MAIN BOILERS, &c.—(Letter for record **S**) Total Heating Surface of Boilers **5423 1/2**
 Is Forced Draft fitted **No** No. and Description of Boilers **Two, single ended** Working Pressure **180 lbs**
IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES
IS A DONKEY BOILER FITTED? YES If so, is a report now forwarded? **YES**

PLANS. Are approved plans forwarded herewith for Shafting **YES** Main Boilers **YES** Auxiliary Boilers **YES** Donkey Boiler **YES**
 (If not state date of approval) General Pumping Arrangements **YES** Oil fuel Burning Piping Arrangements **YES**

SPARE GEAR. State the articles supplied:—**Two top end, two bottom end connecting rod bolts and nuts, two main bearing bolts, one set coupling bolts, one set feed and bilge pump valves, assorted bolts and nuts, down, various sizes, one propeller shaft.**

The foregoing is a correct description,

For **RICHARDSONS, WESTGARTH & Co. LIMITED**

Frederic H. Russell

Manufacturer.

MANAGER, SUNDERLAND WORKS,



During progress of work in shops - - - 19 24 May 3 21 27 June 5 20 25 July 14 19 22 Aug 13 25 Sep 8 16 29 Oct 7 15
 Dates of Survey while building }
 During erection on board vessel - - - Oct 16 Nov 4 7 11 13 14 18 19 20 25 28 Dec 1
 Total No. of visits 57 28

Dates of Examination of principal parts - Cylinders 23.6.24 Slides 13.8.24
 Covers 14.7.24 Pistons 13.8.24 Rods 28.7.24
 Connecting rods 28.7.24 Crank shaft 25.7.24 (4 pl.) Thrust shaft 16.9.24
 Tunnel shafts 8.10.24 Screw shaft 8.10.24 Propeller 15.10.24
 Stern tube 16.9.24 Engine and boiler seatings 7.11.24 Engines holding down bolts 14.11.24
 Completion of pumping arrangements 11.11.24 Boilers fixed 18.11.24 Engines tried under steam 18.11.24
 Completion of fitting sea connections 15.10.24 Stern tube 4.11.24 Screw shaft and propeller 7.11.24
 Main boiler safety valves adjusted 18.11.24 Thickness of adjusting washers PORT 13/16 P 5/8 S 3/8 STAR B P 7/16 S 7/16
 Material of Crank shaft Steel Identification Mark on Do. 470 G.M.
 Material of Thrust shaft Steel Identification Mark on Do. 5215 LCD
 Material of Tunnel shafts Steel Identification Marks on Do. 5214, 615, 616, 617, 618 LCD.
 Material of Screw shafts Steel Identification Marks on Do. 635, 636 LCD.
 Material of Steam Pipes Steel Test pressure 540 lb/sq in Date of Test 13.11.24
 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 carrying and burning oil fuel 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.)
 The machinery of this vessel has been built under special survey. The materials and workmanship are found and good and under the vessel eligible in our opinion to have record of - L.M.C. 12. 24.

It is submitted that
 this vessel is eligible for
THE RECORD. + LMC 12. 24. CL.

[Signature] 2/12/24
 [Signature] L. J. Lewis
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 5 : :
 Special ... £ 76 : 15 : -1 DEC 1924
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :

TUES. 2 DEC 1924

Committee's Minute
 Assigned + L.M.C. 12. 24 CL

SUNDERLAND

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



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