

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
Reg. Book.

Sunderland

Date, First Survey

3rd May

Last Survey

12 December 1924

on the SS "FYLLINGDALE"

(Number of Visits)

27 38

Tons

Gross

3918

Net

2322

When built

1924

Built at

Sunderland

By whom built

J. D. Thompson & Sons Ltd

Yard No.

553

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

Mid. length thickness 8.5

shrunken

Thickness parallel to axis 8"

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 14.5

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 1/2

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

Fuel 8 1/2 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

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" No. 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

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 fuel and bilge pump valves, assorted bolts and nuts, down, various sizes, on propeller shaft.

The foregoing is a correct description,

For RICHARDSONS, WESTGARTH & Co. LIMITED

Frederic H. Russell

Manufacturer.

MANAGER, SUNDERLAND WORKS,



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Lloyd's Register
Foundation

002743-002749-0134

During progress of work in shops -- 19 24 May. 3 21 27 June 5 20 28 July 14 19 28 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 27 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 (Hpl.) 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 1/2 P 5/8 S 3/8 Star B P 7/8 S 7/8
Material of Crank shaft Steel Identification Mark on Do. 470 G.M.
Material of Thrust shaft Steel Identification Mark on Do. 5215 L.C.D.
Material of Tunnel shafts Steel Identification Marks on Do. 5214, 615, 616, 617, 618 L.C.D.
Material of Screw shafts Steel Identification Marks on Do. 635, 636 L.C.D.
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.

The amount of Entry Fee ... £ 5 : : When applied for,
Special ... £ 76 : 15 : -1 DEC 1924
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 2/12/24

Committee's Minute

Assigned

TUES. 2 DEC 1924

Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation