

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JAN 11 1938

Date of writing Report 8-1-1938 When handed in at Local Office 8-1-1938 Port of Leith

No. in Survey held at Burntisland  
Reg. Book.

Date, First Survey 10-11-37

Last Survey 29-12-1937

40719 on the S.S. "WIMBLETON"

(Number of Visits 10)

Tons Gross 1598.04

Net 932.44

Built at Burntisland By whom built Burntisland J.B. &amp; Co. Ltd.

Yard No. 219

When built 1937

Engines made at Clydebank

By whom made Aitchison Blair &amp; Co. Ltd.

Engine No. 211

When made 1937

Boilers made at Glasgow

By whom made Barclay Curle &amp; Co. Ltd.

Boiler No. 37-1

When made 1937

Registered Horse Power

Owners Wandsworth &amp; District Gas Co.

Port belonging to London

Nom. Horse Power as per Rule 198

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which Vessel is intended boating

## ENGINES, &amp;c.—Description of Engines

Revs. per minute 110

Dia. of Cylinders

Length of Stroke

No. of Cylinders

No. of Cranks

Crank shaft, dia. of journals as per Rule

Crank pin dia.

Crank webs

Mid. length breadth

shrunk

Thickness parallel to axis

Intermediate Shafts, diameter as per Rule

Thrust shaft, diameter at collars as per Rule

Tube Shafts, diameter as per Rule

Screw Shaft, diameter as per Rule

Is the tube

screw

shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule

as fitted

Thickness between bushes as per Rule

as fitted

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 bushes 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 2-3" Dia. 1-5" x 3 1/2" x 6"

Pumps connected to the

No. and size 2-3" Dia. 1-10" x 12" x 12"

How driven Main Engine

Auxiliary Vertical pump

Main Bilge Line

How driven Main Engine

Duplex Vertical pump

Ballast Pumps, No. and size One - 10" x 12" x 12"

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

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

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 1 PORT, 1 STAR 2" Dia. 1 PORT aft 3 1/2" Dia. 1 STAR aft 2 1/2" Dia.

In Pump Room

In Holds, &amp;c. No 1 HOLD WELL 1 at 3 1/2" Dia.

No 2 HOLD WELL 1 PORT &amp; 1 STAR 2" Dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One at 5 1/4" Dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size One at 3 1/2" Dia.

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 fitted with Valves or Cocks Both

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

Are the Overboard Discharges 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 pass through the bunkers None

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 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 Engine aft

Is it fitted with a watertight door

worked from

## MAIN BOILERS, &amp;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 No 59095

IS A DONKEY BOILER FITTED? No

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 Yes

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.



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003994-004002

Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - - 10/11/37, 18/11/37, 23/11/37, 26/11/37, 3/12/37, 9/12/37, 15/12/37, 20/12/37, 27/12/37, 29/12/37.  
Total No. of visits 10.

Dates of Examination of principal parts—Cylinders Slides Covers  
Pistons Piston Rods Connecting rods  
Crank shaft Thrust shaft Intermediate shafts  
Tube shaft Screw shaft in place 26-11-37 Propeller in place 26-11-37  
Stern tube in place 26-11-37 Engine and boiler seatings 23-11-37 Engines holding down bolts 20-12-37  
Completion of fitting sea connections 23-11-37 Boilers fixed 20-12-37 Engines tried under steam 29-12-37  
Completion of pumping arrangements 27-12-37 Thickness of adjusting washers PORT 7/16 STAR 7/16  
Main boiler safety valves adjusted 27-12-37  
Crank shaft material Identification Mark Thrust shaft material Identification Mark  
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark  
Screw shaft, material Identification Mark Steam Pipes, material Steel Test pressure 600 lbs/sq Date of Test 21-12-37  
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  
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. This machinery—Glasgow Report N° 59095  
has been efficiently fitted on board, the materials and workmanship being sound and good.  
On completion, the safety valves were adjusted to 200 lbs/sq and the Main and Auxiliary machinery  
were tried under working conditions at sea and found satisfactory.  
This machinery in my opinion, is in safe working condition and eligible to be classed in the  
Register Book with the notation of L.M.C. 12-37 and T.S. (C.L.) 12-37.

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

The amount of Entry Fee ... £ :  
Special L.M.C. ... £ 9-18-0  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) £ 1 : 2-4-0  
When applied for, COLLECTED BY GLASGOW & CREDITED TO LEITH.  
Applied for 10/1/38  
When received, 21/3 1938  
JMK 6/4

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE 18 JAN 1938

Assigned

+ Lmb 12.37

J.P. C.



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