

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 81720.

Date of writing Report

19

When handed in at Local Office

6 AUG 1927

Port of

Received at London Office

26 AUG 1927

NEWCASTLE-ON-TYNE.

No. in Survey held at
Reg. Book.

on the

New Steel

Wallsend S.S. "Seakwood"

Yrme

Date, First Survey

29 July 1926

Last Survey

3 Aug. 1927.

(Number of Visits 61.)

Built at

Newcastle

By whom built

Armstrong Whitworth & Co. Ltd

Yard No. 1017

Tons

Gross 6014

Engines made at

Wallsend

By whom made

Wallsend Slipways & Co

Engine No. 866

When built

1927

Boilers made at

Wallsend

By whom made

Wallsend Slipways & Co

Boiler No. 866

when made

1927

Registered Horse Power

2800

Owners

The Seakwood Steamship Co. (1926) Ltd

Port belonging to

London

Nom. Horse Power as per Rule

515

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

Trade for which Vessel is intended

Foreign.

ENGINES, &c.—Description of Engines

Dia. of Cylinders

21" x 45" x 45"

Length of Stroke

148"

No. of Cylinders

3

Revs. per minute

70

Crank shaft, dia. of journals

as per Rule

13.91"

as fitted

14 1/4"

Crank pin dia.

14 1/4"

Crank webs

Mid. length breadth

1.9"

shrink

Thickness parallel to axis

9 1/4"

Intermediate Shafts, diameter

as per Rule

13.95"

as fitted

14.95"

Thrust shaft, diameter at collars

as per Rule

as fitted

14 1/4"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the shaft fitted with a continuous liner

yes

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

yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

yes

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

yes

If two liners are fitted, is the shaft lapped or protected between the liners

yes

Is an approved Oil Gland or other appliance fitted at the after

nd of the tube shaft

no

Length of Bearing in Stern Bush next to and supporting propeller

5-4"

Propeller, dia.

18-9"

Pitch

14-6"

No. of Blades

4

Material

CAST IRON

whether Moveable

no

Total Developed Surface

105

sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

Stroke

Can one be overhauled while the other is at work

yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

Stroke

Can one be overhauled while the other is at work

yes

Feed

No. and size

2 @ 9 1/2" x 4" x 21"

DONKEY

Pumps connected to the

No. and size

1 @ 8" x 10" x 10"

Pumps

How driven

Steam

Main Bilge Line

How driven

Steam

Ballast Pumps, No. and size

1 @ 8" x 10" x 10" duplex

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

yes

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

yes

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

3 @ 3 1/2" dia

2 @ 2 1/2" dia

in gutterways

n Holds, &c.

Carrying petroleum in bulk.

Ford Hold 2 @ 2 1/2" dia

and 1 @ 2 1/2"

Hedam

1 @ 4"

1 Ford pump room.

Main Water Circulating Pump Direct Bilge Suctions, No. and size

1 @ 8"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1 @ 4 1/4"

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 they fitted with Valves or Cocks

both

Are all Sea Connections fitted direct on the skin of the ship

yes

Are the Overboard Discharges above or below the deep water line

above

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

yes

Are the Blow Off Cocks fitted with a spigot and brass covering plate

yes

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

yes

How are they protected

yes

That Pipes are carried through the bunkers

none

That pipes pass through the deep tanks

none

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

yes

Is it fitted with a watertight door

yes

worked from

yes

MAIN BOILERS, &c.—(Letter for record)

S

Total Heating Surface of Boilers

1353

Is Forced Draft fitted

yes

No. and Description of Boilers

Three Single C.

Working Pressure

180 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

yes

IS A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

yes

PLANS. Are approved plans forwarded herewith for Shafting

no

Main Boilers

yes

Auxiliary Boilers

yes

Donkey Boilers

yes

Superheaters

(If not state date of approval)

General Pumping Arrangements

yes

Oil fuel Burning Piping Arrangements

yes

SPARE GEAR.

State the articles supplied:—

Two each bolts & nuts for top and bottom ends and main bearings. One set coupling bolts. Set feed & bilge pump valves. Quantity of assorted bolts nuts & iron. Half set ballast pump valves. One cast iron propeller. One Check valve lids. 20 condensed tubes & 100 ferrules & packing. 2 safety valve springs. Propeller shaft. 1 valve spindle. 1 Ecc strap. One pair x head brasses. One steam valve shuttles valve & set of piston rings for feed pump. 1 set escape valve springs. One pair crank pin brasses. etc.

The foregoing is a correct description,

FOR THE WALLSEND SLIPWAY & ENGINEERING CO. LIMITED.

Manufacturer.

A. L. L. L.

DIRECTOR.

Lloyd's Register Foundation

004222-004229-0127

During progress of work in shops - - } 1926 JULY 29. AUG. 3. 5. 7. 9. SEP. 15. 22. 24. 27. 30. OCT. 4. 8. 14. 18. 19. 28. NOV. 2. 4. 5. 17. 23. 25. 30. DEC. 1. 3. 6.

Dates of Survey while building } 1927 JAN. 5. 26. 27. 31. FEB. 9. 17. 21. 25. MAR. 2. 7. 8. 16. 21. 31. APR. 1. 4. 6. 13. 21. 30. MAY. 3. 10. JUNE. 8. 9. 17. 28. 30.

During erection on board vessel - - - } JULY 6. 7. 8. 21. 22. 26. AUG. 3.

Total No. of visits 61.

Dates of Examination of principal parts—Cylinders 14-11-26. Slides 19-10-26. Covers 30-11-26.

Pistons 18-10-26. Piston Rods 6-12-26. Connecting rods 14-10-26.

Crank shaft 5-11-26. Thrust shaft 5-11-26. Intermediate shafts 6-12-26.

Tube shaft ✓. Screw shaft 6-12-26. Propeller 21-2-27.

Stern tube 19-10-26. Engine and boiler seatings 14-6-27. Engines holding down bolts 8-4-27.

Completion of pumping arrangements 26-4-27. Boilers fixed 6-4-27. Engines tried under steam 26-4-27.

Main boiler safety valves adjusted 26-4-27. Thickness of adjusting washers 5BL F 1/16 A 1/16, 9BL P 1/16 S 1/16, FBL P 1/16 S 1/16.

Crank shaft material O.H. Steel Identification Mark 45H1NWB Thrust shaft material O.H. Steel Identification Mark 45H1NWB

Intermediate shafts, material O.H. Steel Identification Marks 45H1NWB. Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material O.H. Steel Identification Mark 45H1NWB. Steam Pipes, material L.W. Steel Test pressure 540 lbs Date of Test 30-6-27

Is an installation fitted for burning oil fuel yes. Is the flash point of the oil to be used over 150°F. yes.

Have the requirements of the Rules for carrying and burning oil fuel been complied with yes.

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. Materials & Workmanship good. Hydraulic tests satisfactory. The whole of the Machinery is efficiently installed and fixed in the vessel and was tried under steam and is in good & safe working condition and eligible in my opinion to be classed and have records. ✱ L.M.C. 8-27 T.S. C.L. Electric Light in the Register Book. also. "Fitted for oil fuel. 8-27. F.P. above 150°F"

It is submitted that this vessel is eligible for THE RECORD.

+L.M.C. 8-27 C.L. F.P. Fitted for oil fuel 8-27. F.P. above 150°F.

26/8/27.

CERTIFICATE WRITTEN 29/8/27

APR

Newcastle-on-Tyne

Certificate to be sent to

The amount of Entry Fee ... £ 6 : 0 : 0 When applied for, 24 AUG 1927

Special ... £ 100 : 15 : 0

Donkey Boiler Fee ... £ ✓ :

Travelling Expenses (if any) £ ✓ :

When received, 26-8-27

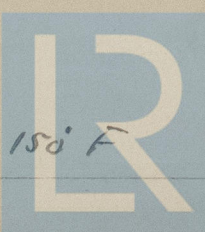
William B. Duff

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 30 AUG 1927

Assigned Thue 8-27 C.L. 20

Fitted for oil fuel 8-27 F.P. above 150°F



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