

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 27 MAY 1930

Date of writing Report

When handed in at Local Office

27-5-1930 Port of

NEWCASTLE-ON-TYNE

No. in Survey held at
Reg. Book.

Date, First Survey

Last Survey

20-5-1930

on the

Wallasey-on-Tyne
New Steel S.S. "Maplewood."

(Number of Visits 77.)

Gross 4562

Net 2788

Built at

Wellington Quay

By whom built

Northumberland S.S. Coy Ltd

Yard No.

H16

When built

1930

Engines made at

Wallasey

By whom made

North Eastern Marine & S.S. Co. Ltd

Engine No.

2701

when made

1930

Boilers made at

Wallasey

By whom made

North Eastern Marine & S.S. Co. Ltd

Boiler No.

2701

when made

1930

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule

432

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Ocean going. General Cargo.

ENGINES, &c.—Description of Engines

Triple Expansion

Revs. per minute

68.

Dia. of Cylinders

24" x 30" x 66"

Length of Stroke

45"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 13.02"

as fitted 13 3/8"

Crank pin dia.

13 3/8"

Crank webs

Mid. length breadth 23"

Mid. length thickness 8 3/16"

shrink

Thickness parallel to axis 8 3/16"

Thickness around eye-hole 8 3/16"

Intermediate Shafts, diameter

as per Rule 12.4"

as fitted 12 5/8"

Thrust shaft, diameter at collars

as per Rule 13.02"

as fitted 13 3/8"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 13.858"

as fitted 14"

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

yes

Bronze Liners, thickness in way of bushes

as per Rule 4 1/2"

as fitted 4 1/2"

Thickness between bushes

as per Rule 5 1/4"

as fitted 6 1/2"

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

end of the tube shaft

No

Length of Bearing in Stern Bush next to and supporting propeller

4'-9"

Propeller, dia.

14'-9"

Pitch

17'-3"

No. of Blades

4

Material

Cast Iron

whether Movable

No

Total Developed Surface

100

sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

3 1/2"

Stroke

24"

Can one be overhauled while the other is at work

yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

4"

Stroke

24"

Can one be overhauled while the other is at work

yes

Feed

Pumps

No. and size

1 @ 9 1/2" x 12 1/2" x 21"

How driven

Steam

Pumps connected to the

Main Bilge Line

No. and size

2 as above

How driven

Main Engines

Steam

Ballast Pumps, No. and size

1 @ 10 1/2" x 12 1/2" x 21"

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

None

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

H @ 3" dia

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"

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

1 @ 10"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

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 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 & below the deep water line

main water helms

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

Bilge suction

None

How are they protected

wood cased

What pipes pass through the deep tanks

None

Have they been tested as per Rule

yes

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

yes

Is the Shaft Tunnel watertight

yes

Is it fitted with a watertight door

yes

worked from top platform

MAIN BOILERS, &c.—(Letter for record)

Total Heating Surface of Boilers

6619 sq. ft.

Is Forced Draft fitted

Main Boilers

No

No. and Description of Boilers

2 Main 1 aux

S. E.

Working Pressure

200 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

Standard approved

General Pumping Arrangements

yes

SPARE GEAR.

State the articles supplied:—

Two each bolts & nuts for top & bottom ends & main

bearings 1 set coupling bolts, 1 tail shaft, 1 C.I. propeller, set of feed &

bilge pp valves, 1 set of springs for S.P. piston, 12 piston bolts

1 set aux feed pp. valves, 1 set ballast pp. valves, 1 set HP valve rings &

springs Quantity of assorted bolts nuts & iron.

The foregoing is a correct description,

W. Campbell Allen
SECRETARY.

Manufacturer.



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Lloyd's Register
Foundation

004300-004307-0130

If not, state whether, and when, one will be sent?

Is a Report also sent on the Hull of the Ship?

NOTE.—The words which do not apply should be deleted.

Im 23. T.

1929
 May 28. 29. June 11. 12. 20. July 2. 9. 18. 25. Aug. 2. 28. Sep. 4. 5. 16. 24. 26. 30. Oct. 4. 10. 17. 18. 21. 23.
 31. Nov. 7. 11. 13. 20. 21. Dec. 2. 3. 5. 12. 13. 16. 30. 31.
 1930
 Jan. 6. 8. 14. 17. 20. 28. Feb. 5. 11. 12. 13. 17. 19. 21. 25. 26. 27.
 28. Mar. 5. 11. 14. 17. 19. 24. 25. 26. 27. Apr. 3. 8. 9. 14. 15. 24. 28. 29. May 2. 6. 7. 9. 14. 20.
 Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits 77.

Dates of Examination of principal parts—Cylinders 24-3-30 Slides 28-8-30 Covers 3-4-30
 Pistons 28-8-30 Piston Rods 21-2-30 Connecting rods 21-2-30
 Crank shaft 13-7-30 Thrust shaft 31-12-29 Intermediate shafts 24-2-30
 Tube shaft 14-3-30 Screw shaft 25-3-30 Propeller 28-8-30
 Stern tube 14-3-30 Engine and boiler seatings 24-3-30 Engines holding down bolts 6-5-30
 Completion of fitting sea connections 24-3-30
 Completion of pumping arrangements 20-5-30 Boilers fixed 2-5-30 Engines tried under steam 14-5-30
 Main boiler safety valves adjusted 28-8-30 Thickness of adjusting washers adjusted 6-5-30
 Crank shaft material A. Steel Identification Mark 2401. WP Thrust shaft material A. Steel Identification Mark 2866 AF WP.
 Intermediate shafts, material A. Steel Identification Marks 2866 AF, WP, Tube shaft, material A. Steel Identification Mark 11-2-30 to
 Screw shaft, material A. Steel Identification Mark 2866 AF. W.B. Steam Pipes, material A. Steel Test pressure 600 lbs. Date of Test 28-4-30
 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 Yes. If so, state name of vessel Wearwood except HP Value Gear

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 has been efficiently installed & fixed in the vessel & tried under steam & is in good & safe working condition & eligible in my opinion to be classed & have records. L.M.C. 5-30. Tail shaft. C. L. in the Register Book.
 The High Pressure Cylinder of this engine is fitted with Poppet Valve Gear instead of the usual Piston Valve.

It is submitted that this vessel is eligible for the Record.
 + Date 5-30.
 CL. 258 FD.
 1/Am
 J. D. H.
 28/5/30

The amount of Entry Fee £ 89 : 16 0
 Special ... £ 5 : 0 0
 Donkey Boiler Fee ... £ : ✓ :
 Travelling Expenses (if any) £ : ✓ :
 When applied for, 26 MAY 1930
 When received, 11. 6. 30

William Butler.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned
 TUE. 3 JUN 1930
 L.P.A. 5.30
 CERTIFICATE WRITTEN

Newcastle-on-Tyne