

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

MAR 10 1938

Date of writing Report

19

When handed in at Local Office

8/3/1938

Port of NEWCASTLE-ON-TYNE

No. in Survey held at
Reg. Book.

on the

Walsend
SS "Walsend Trader"

Date, First Survey 30 July

Last Survey

1 March 1938

(Number of Visits 70)

Built at

Sunderland

By whom built

J. L. Thompson & Sons

Yard No. 584

Tons } Gross

Net

When built 1938

Engines made at

Walsend

By whom made

H. S. Marine Eng Co. Ltd

Engine No. 2890

When made 1938

Boilers made at

Walsend

By whom made

H. S. Marine Eng Co. Ltd

Boiler No. 2890

When made 1938

Registered Horse Power

Owners

Traders Navigation Co. Ltd.

Port belonging to

London

Nom. Horse Power as per Rule

373

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Triple Expansion

Revs. per minute 74

Dia. of Cylinders 22" x 36 1/2" x 63"

Length of Stroke 42"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 12 1/4"

as fitted 12 3/4"

Crank pin dia. 12 3/4"

Crank webs

Mid. length breadth 22 5/8"

shrink

Thickness parallel to axis 8 1/2" x 7 3/8"

Intermediate Shafts, diameter

as per Rule 11 8/7"

as fitted 12"

Thrust shaft, diameter at collars

as per Rule 12 1/4"

as fitted 12 3/4"

Tube Shafts, diameter

as per Rule —

as fitted —

Screw Shaft, diameter

as per Rule 13 3/2"

as fitted 13 5/8"

Is the

tube

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 32"

as fitted 3 1/4"

Thickness between bushes

as per Rule 12 1/2"

as fitted 5/8"

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

In one length

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

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

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

No

Length of Bearing in Stern Bush next to and supporting propeller

55"

Propeller, dia. 17'-6"

Pitch 17'-6"

No. of Blades 4

Material Bronze

whether Movable

No

Total Developed Surface 107

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. 2

Diameter 3 1/2"

Stroke 21"

Can one be overhauled while the other is at work

Feed Pumps

No. and size

2-6x8 1/2"x18 and 1-7x5x12"

Pumps connected to the

Main Bilge Line

No. and size

One 9x11x10"

How driven

Steam

How driven

Steam

Ballast Pumps, No. and size

One 9x11x10"

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 2@3"

Boiler room 2@3"

Dry Tank under Boilers 1@3"

TUNNEL WELL 1@3 1/2"

In Pump Room

after Holds No 4 - 2@3 1/2" No 5 - 2@3 1/2"

In Holds, &c. No 1 - 2@3" No 2 - 2@3 1/2" Permanent Bunkers 2@3"

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

1@10" 7' as per approved plan

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1@7" 5' as per approved plan

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bones

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

Both

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

No

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

Yes

Is it fitted with a watertight door

Yes

worked from upper deck level

MAIN BOILERS, &c.—(Letter for record S ✓)

Total Heating Surface of Boilers 2 Main 4006.1 auxiliary 1489 Total 5495.1

Is Forced Draft fitted

Yes

No. and Description of Boilers

Two main and 1 auxiliary S.E.

Working Pressure 220 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

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

Yes

Auxiliary Boilers

Yes

Donkey Boilers

—

(If not state date of approval)

Superheaters

General Pumping Arrangements

Yes

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 1. Cl. Propeller, 1 screw shaft, 1 pair bottom-end braces, 1 set of top-end braces, 1 set of

thrust pads, 1 circulating impeller shaft, 1 set of HP piston packing, spares for Poppet Valves, donkey pumps, 6

condenser tubes

The foregoing is a correct description,
THE NORTH-EASTERN MARINE ENGINEERING CO., LTD.

John Neill

Manufacturer.

Director & General Manager



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Lloyd's Register
Foundation

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1937
 July 30. Aug. 4. 17. 26. Sep. 9. 10. 20. 21. 22. 23. 29. Oct. 4. 5. 12. 13. 14. 19. 20.
 21. 22. 25. 26. 27. 28. Nov. 1. 3. 4. 10. 11. 15. 17. 18. 23. 26. 30. Dec. 2. 6. 7. 8. 9. 10.
 13. 14. 15. 17. 20. 28. 30. 1938
 Jan. 4. 5. 6. 7. 10. 11. 12. 13. 14. 17. 19. 21. 25. 26. 27.
 Feb. 2. 4. 7. 8. 9. 11. Mar. 1.
 Total No. of visits 70.

Dates of Examination of principal parts—Cylinders 5-10-37 Slides 7-12-37 Covers 5-10-37
 Pistons 26-10-37 Piston Rods 18-11-37 Connecting rods 1-10-37
 Crank shaft 21-10-37 Thrust shaft 22-10-37 Intermediate shafts 28-12-37
 Tube shaft — Screw shaft 17-1-38 Propeller 27-10-37
 Stern tube 5-1-38 Engine and boiler seatings 30-12-37 Engines holding down bolts 9-2-38
 Completion of fitting sea connections 14-1-38
 Completion of pumping arrangements 24-2-38 Boilers fixed 8-2-38 Engines tried under steam 11-2-38
 Main boiler safety valves adjusted 11-2-38 Thickness of adjusting washers P 5/16 P 1/2 S 1/4 Spt: Star 3/2 P 1/2 S 1/2 Spt: AUX 3/2 P 3/2 S.
 Crank shaft material Steel Identification Mark 2890 L.R. 21-10-37 J.E.S. Thrust shaft material Steel Identification Mark 2890 L.R. 22-10-37 J.E.S.
 Intermediate shafts, material Steel Identification Marks 2890 L.R. 28-12-37 J.E.S. Tube shaft, material — Identification Mark —
 Screw shaft, material Steel Identification Mark 2890 L.R. 17-1-38 J.E.S. Steam Pipes, material S.D. Steel Test pressure 660 lbs Date of Test 7-2-38
 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 ✓ 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. The machinery of this vessel has been constructed under Special Survey in accordance with the Rules and approved plans. The materials and workmanship are good, it has been fitted on board in an efficient manner, tried under working conditions and is eligible in my opinion to be classed with record of + LMC 3-38: C.L: F.D: 3SB (2 spt).

The amount of Entry Fee ... £ 5 : 0 :
 Special ... £ 80 : 19 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, -8 MAR 1938
 When received, 11. 3 1938

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 18 MAR 1938

Assigned See Sd 96017



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