

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

MAR 10 1938

Date of writing Report

19

When handed in at Local Office

8/31/38 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Reg. Book.

Walsend on the SS "Walsk Trader"

Date, First Survey 30 July

Last Survey 2 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 12.47" ✓ as fitted 12 3/4" ✓ Crank pin dia. 12 3/4" ✓ Crank webs Mid. length breadth 22 5/8" ✓ Thickness parallel to axis 8 1/2" x 7 3/8" ✓

Intermediate Shafts, diameter as per Rule 11.87" ✓ as fitted 12" ✓ Thrust shaft, diameter at collars as per Rule 12.47" ✓ as fitted 12 3/4" ✓

Tube Shafts, diameter as per Rule — ✓ as fitted — ✓ Screw Shaft, diameter as per Rule 13.32" ✓ as fitted 13 5/8" ✓ Is the 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 12.5" ✓ 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? Yes full length ✓

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? No ✓

Propeller, dia. 17'-6" Pitch 17'-6" No. of Blades 4 Material Bronze whether Malleable 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? Yes ✓

Feed Pumps { No. and size 2-6x8 1/2"x18 and 1-7x5x12" ✓ How driven Steam ✓ Pumps connected to the Main Bilge Line { No. and size One 9x11x10" ✓ 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" ✓ FUNNEL 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 —

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 Valve, donkey pumps, 6 condenser tubes

The foregoing is a correct description,  
 THE NORTH-EASTERN MARINE ENGINEERING CO., LTD.  
 John Neill  
 Director & General Manager

Manufacturer.

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 009235-009242-0140

If not, state whether, and when, one will be sent  
 In a Report also sent on the hull of the ship  
 The words which do not apply should be deleted.

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 19 38

*J. S. Selles*

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 18 MAR 1938

Assigned See SLD 96017



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