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No. 23847

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 6 APR 1949

Date of writing Report 31st MARCH 1949 When handed in at Local Office 1st APRIL 1949 Port of GREENOCK
No. in Survey held at GREENOCK Date, First Survey 20th AUG. 1948 Last Survey 18th MARCH 1949
Reg. Book on the S.S. "Woodward"
Built at DUNDEE By whom built CALEDON S. E. CO. LTD. Yard No. 468 Tons Gross 2459 Net 1403
Engines made at GREENOCK By whom made JOHN G. KINCAID & CO. LTD. Engine No. 797 When built 1949
Boilers made at do By whom made do Boiler No. 797 When made 1949
Registered Horse Power Owners CURRIE LINE Port belonging to Leith
Nom. Horse Power as per Rule 412 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which vessel is intended Ocean Going

Engines, &c.—Description of Engines Triple expansion Revs. per minute 105
Dia. of Cylinders 19"-31"-55" Length of Stroke 36" No. of Cylinders 3 No. of Cranks 3
Crank shaft, dia. of journals as per Rule 10.754" Crank pin dia. 11 1/4" Mid. length breadth 17" Thickness parallel to axis 6 3/4"
as fitted 10.875" Crank webs Mid. length thickness 6 3/4" shrunk Thickness around eye-hole 4 7/8"
as per Rule 10.242" Thrust shaft, diameter at collars as per Rule 10.7541"
Intermediate Shafts, diameter as fitted 10.375" as fitted 10.875"
Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 11.502" Is the screw shaft fitted with a continuous liner No
as fitted 12.125" 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 No
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
at 40" If so, state type CEDERHILL Length of Bearing in Stern Bush next to and supporting propeller 4'-0 1/2"
Propeller, dia. 13'-0" Pitch 12.83' No. of Blades 4 Material MB whether Moveable No Total Developed Surface 55.5 sq. feet
Feed Pumps worked from the Main Engines, No. NONE Diameter 3 1/2" Stroke 21" Can one be overhauled while the other is at work Yes
Bilge Pumps worked from the Main Engines, No. Two Diameter 3 1/2" Stroke 21" Can one be overhauled while the other is at work Yes
Feed Pumps No. and size 2 Rams 3 1/4" Dia x 21" Stroke. 1 Duplex 9" x 10" x 10" 1 Duplex 8" x 6" x 8"
How driven Independent (5/100) Pumps connected to the Main Bilge Line How driven by Engine Independent (5/100)
Ballast Pumps, No. and size 1 Duplex 9" x 10" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size
Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to Main Bilge Pumps and Auxiliary
Bilge Pumps:—In Engine and Boiler Room 2 P. 25 x 2 1/2" Thrust Pumps 1 x 2" 1 Cofferdam x 2 1/2" 2 P. 25 x 2 1/2" Bilge 2" Tunnel well 1 x 2 1/2"
In Pump Room In Holds, &c. No. 1. P. 5 x 3" No. 2. P. 5 x 3" No. 3. P. 5 x 3" 3 1/2" dia
Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 x 4" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges.
No. and size 1 x 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 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 How are they protected Yes
What pipes pass through the deep tanks 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 compartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Upper Deck

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4940 sq. ft. Superheater 2020 sq. ft.
Which Boilers are fitted with Forced Draft Both boilers Which Boilers are fitted with Superheaters Both boilers
No. and Description of Boilers Two cylindrical SE. Working Pressure 220 lb./sq. in.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes
Can the donkey boiler be used for other than domestic purposes Yes
PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
(If not state date of approval) ENGINE ROOM 8-10-48 Oil fuel Burning Piping Arrangements 14/10/48
Superheaters General Pumping Arrangements SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
State the principal additional spare gear supplied One spare C.I. propeller

The foregoing is a correct description.
FOR JOHN G. KINCAID & CO., LIMITED.

Manufacturer.



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Lloyd's Register
Foundation

011079-011088-0035

(1948) AUG. 20. OCT. 22. NOV. 10. 23. DEC. 15. 16. (1949) JAN. 6. 10. 13. 17. 18. 24. FEB. 2. 9. 11. 18. 21.
MAR. 4. 7. 9. 11. 15. 16. 17. 18.
1948. Dec 3. 1949 Jan 18. 25. Feb. 1. 4. 15. 22 - March 18. 15. 18. 27
April 8. 19. 26. 29 - May 6. 19. 24. 26. 27
Total No. of visits 25. + 21 = 46.

Dates of Examination of principal parts—Cylinders 18-1-49 Slides 18-1-49 Covers 18-1-49
Pistons 21-2-49 Piston Rods 9-3-49 Connecting rods 9-3-49
Crank shaft 17-1-49 Thrust shaft 17-1-49 Intermediate shafts 17-1-49
Tube shaft 13-1-49 Screw shaft 13-1-49 Propeller 13-1-49
Stern tube 22-10-48. Engine and boiler seatings 14. 19. 11. 48. Engines holding down bolts 6.5.49
Completion of fitting sea connections 10.12.48
Completion of pumping arrangements 24.5.49 Boilers fixed 6.5.49 Engines tried under steam 24.5.49
Main boiler safety valves adjusted 26.5.49 Thickness of adjusting washers P.B.L. 1/2" : 1/2" : 1/2" : S.B.L. 1/2" : 1/2" : 3/8"
Crank shaft material SMS Identification Mark 4917822 CNH Thrust shaft material SMS Identification Mark 4917721 CNH
Intermediate shafts, material SMS Identification Marks 4917822 CNH Tube shaft, material Identification Mark
Screw shaft, material SMS Identification Mark 4917872 CNH Steam Pipes, material S/Steel Test pressure 660 lb/sq. in. Date of Test 5-11-49
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 the use of oil as fuel been complied with Yes
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 has been constructed under special survey in accordance with the Rules & approved plans, The materials & workmanship are sound & good. It has now been despatched to Dundee to be installed in the vessel and will be eligible to be Classed in the Register Book with Record + LMC with date & Notation 2 SB 220 lb/sq. in. FD Supht. Screwshaft O.G. and fitted for oil fuel F.P. above 150° F on completion of the installation.

Certificates common to this machinery & Engine 798 will be forwarded on completion of the latter.

This machinery has now been efficiently installed in the above named vessel, and tried under working conditions satisfactorily, and eligible, in my opinion, to be Classed in the Register Book with Record + L.M.C 5.49 and notation 2 S.B. 220 lb/sq. in. F.D. Supht. Screwshaft O.G. and fitted for oil fuel 5.49 F.P. above 150° F. Dundee, May/49

The amount of Entry Fee ... £ : : When applied for,
Special 4/5. fee ... £ 118 : 18 : 6 APRIL 1949
Donkey Boiler Fee ... £ 29 : 14 :
Travelling Expenses (if any) £ : : When received,
19

Charles J. Hunter
Engineer Surveyor to Lloyd's Register of Shipping.

Date GLASGOW 5 APR 1949

GLASGOW 4 JUN 1949

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Committee's Minute

Prepared for Completion

+ LMC 5.49

Fitted for oil fuel 5.49, F.P. above 150° F