

Rpt. 4.

No. 110442

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 26 MAY 1953

NEWCASTLE-ON-TYNE.

Date of writing Report 19 22.5.53 When handed in at Local Office 22.5.53 Port of NEWCASTLE-ON-TYNE.

No. in Survey held at SOUTH SHIELDS. Date, First Survey 31.12.51 Last Survey 12.5.1953
Reg. Book (Number of Visits 73)

on the S.S. RUSHWOOD Tons { Gross 6208
Net 3344

Built at SOUTH SHIELDS. By whom built MESSRS J. READHEAD & SONS LTD. Yard No. 574 When built 1953

Engines made at " By whom made " Engine No. " When made "

Boilers made at " By whom made " Boiler No. " When made "

Registered Horse Power 2800 I.H.P. Owners WM. FRANCE FENWICK & CO LTD. Port belonging to LONDON.

Nom. Horse Power as per Rule $\frac{2800 \times 9}{5} = 504 \text{ MN.}$ Is Refrigerating Machinery fitted for cargo purposes NO. Is Electric Light fitted YES.

Trade for which vessel is intended OCEAN GOING.

GINES, &c.—Description of Engines Triple expansion in conjunction with a Banebeck Turbine Revs. per minute 83.

Dia. of Cylinders 24" - 40" - 68" Length of Stroke 45" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.65" Crank pin dia. 13.75" Mid. length breadth 20" Thickness parallel to axis 8.625"
as fitted 13.75" Crank webs Mid. length thickness 8.625" shrunk Thickness around eye-hole 6.125"

Intermediate Shafts, diameter as per Rule 13.07" Thrust shaft, diameter at collars as per Rule 13.60"
as fitted 13.25" as fitted 13.98"

Tube Shafts, diameter as per Rule 14.532 Screw Shaft, diameter as per Rule 14.875" Is the screw shaft fitted with a continuous liner { yes. }

Bronze Liners, thickness in way of bushes as per Rule 3/4" Thickness between bushes as per Rule 5 1/4" 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 at No. If so, state type Length of Bearing in Stern Bush next to and supporting propeller 4' 11 1/2"

Propeller, dia. 17.5 feet Pitch 15.86/12.22 ft No. of Blades 4 Material Bronze whether Moveable No. Total Developed Surface 105.3 sq. feet

Feed Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work yes.

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 24" Can one be overhauled while the other is at work yes.

Feed Pumps { No. and size 2: 7" x 9 1/2" x 21" stroke: Pumps connected to the Main Bilge Line { No. and size 2 (by Main Engine) T.C.S. 8" x 7" x 18" 2: 10" x 9" x 24" How driven Steam driven (Steam Driven)

Ballast Pumps, No. and size 2: 10" x 9" x 24" Lubricating Oil Pumps, including Spare Pump, No. and size 2: 9" x 8" x 18"

Are two independent means arranged for circulating water through the Oil Cooler yes (Diesel & G.S. pump) Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps: — In Engine and Boiler Room Engine Room: 1- 3" 1- 3" 1- 3" Boiler Room: 1- 3" 1- 3"

In Pump Room In Holds, &c. Nos. 1, 2, 3, 4 & 5 Holds: each 1- 3" 1- 3"

and 1- 2" oily bilge ft end of No. 5 hold.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1: 10" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size 1- 5" 1- 3" 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. 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 Below.

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 Nos. 1, 2, 3, 4 & 5 hold bilge & oily bilge Suctions: How are they protected heavy gauge, continuous piping.

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 compartment to another yes. Is the Shaft Tunnel watertight yes. Is it fitted with a watertight door worked from yes.

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 6915 sqft. Superheaters 3000 sqft.

Which Boilers are fitted with Forced Draft all. Which Boilers are fitted with Superheaters all.

No. and Description of Boilers 3 Single Ended. 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)

Superheaters No. General Pumping Arrangements yes. Oil fuel Burning Piping Arrangements yes.

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes.

State the principal additional spare gear supplied One screw shaft. (L.R. 5697: JWH 31-12-52: GWH 16-11-52)

The foregoing is a correct description.

H. H. Coatsworth. Manufacturer.
Director.

