

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report

19

When handed in at Local Office

10 AUG. 1928

Port of

Sunderland

No. in Survey held at

Sunderland

Date, First Survey

Apr. 13.

Last Survey

Aug 9 1928

Reg. Book.

on the Steel Screw Steamer 'WISLA'

(Number of Visits 32)

Tons { Gross
Net

Built at Stockton

By whom built Craig Taylor & Co Ltd.

Yard No. 224

When built 1928

Engines made at Sunderland

By whom made North Eastern Marine Engg Co.

Engine No. 2641

when made 1928

Boilers made at Sunderland

By whom made North Eastern Marine Engg Co.

Boiler No. 2641

when made 1928

Registered Horse Power

-

Owners Polish State S.S. Co.

Port belonging to Gdynia

Nom. Horse Power as per Rule

293

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

General cargo

ENGINES, &c.—Description of Engines

Triple Expansion—Single Screw

Revs. per minute 66 1/2

Dia. of Cylinders

23 1/2 - 39 - 64

Length of Stroke

42"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 12.101"

as fitted 12 3/8"

Crank pin dia.

12 3/8"

Crank webs

Mid. length breadth

shrunk

Thickness parallel to axis

4 3/4"

Intermediate Shafts, diameter

as per Rule 11.524"

as fitted 11 3/4"

Thrust shaft, diameter at collars

as per Rule 12.101"

as fitted 12 3/8"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 12.894"

as fitted 13 3/8"

Is the { screw } shaft fitted with a continuous liner { Yes }

Bronze Liners, thickness in way of bushes

as per Rule 6.92"

as fitted 11/16"

Thickness between bushes

as per Rule 5.5"

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

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

Yes

Length of Bearing in Stern Bush next to and supporting propeller

4'-6"

Propeller, dia.

16'-6"

Pitch

16'-9"

No. of Blades

4

Material

Cast Iron

Whether Moveable

No

Total Developed Surface

83 sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

3"

Stroke

24"

Can one be overhauled while the other is at work

Yes

Bilge 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

Feed Pumps

No. and size 1-6" x 4" x 6"

How driven

Steam

Pumps connected to the

Main Bilge Line

No. and size 1-4" x 9" x 9"

How driven

Steam

Ballast Pumps, No. and size 1-4" x 9" x 9"

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

Yes

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

3 @ 2 1/2" dia.

In Holds, &c.

Fore Hold 2 @ 3 1/2" dia; aft Hold 2 @ 3 1/2" dia; 1 @ 3 1/2" dia. Hold Well

Tunnel Well 1 @ 3 1/2" dia; Tunnel Drains 1 @ 3" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4" dia

No. and size

1 @ 4" dia.

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

Discharge 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

None

How are they protected

Yes

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

Yes

worked from top platform

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

Total Heating Surface of Boilers

4606 sq. ft.

Is Forced Draft fitted

No

No. and Description of Boilers

Two single ended Marine Type

Working Pressure

180 lbs. sq.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

Yes (at mdr)

If so, is a report now forwarded?

Yes (with mdr. Ship Rpt)

PLANS.

Are approved plans forwarded herewith for Shaping

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes (from mdr)

Superheaters

Yes

General Pumping Arrangements

Yes (with mdr. Ship Rpt)

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR. State the articles supplied:—

1 l.s. Propeller, 2 Bottom end bolts & nuts, 2 Top end bolts & nuts, 2 Main

Bearing bolts & nuts, 6 coupling bolts & nuts, 2 Feed Pump Valves, 2 Bilge

Pump Valves, 2 cuts of Iron Plate, 1 cut. of Iron Bar, 50 assorted bolts & nuts.

The foregoing is a correct description,

THE NORTH EASTERN MARINE ENGINEERING CO. LTD.

Archd. F. Berry

Manufacturer.



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Lloyd's Register
Foundation

015172-015182-0107

Dates of Survey while building
During progress of work in shops - - 1928 Apr. 13. 18. 27. May 2. 5. 7. 10. 17. 18. 25. 31. June 7. 11. 19. 21. 22. 23. July 2. 3. 4. 9. 11. 12. 16. 18. 19. 21. 24. 26. 27. Aug. 8. 9
During erection on board vessel - - -
Total No. of visits 32

Dates of Examination of principal parts - Cylinders 11-7-28 Slides 2-7-28 Covers 11-7-28
Pistons 10-5-28 Piston Rods 13-4-28 Connecting rods 2-5-28
Crank shaft 7-6-28 Thrust shaft 7-6-28 Intermediate shafts 11-7-28
Tube shaft ✓ Screw shaft 4-7-28 Propeller 12-7-28
Stern tube 9-7-28 Engine and boiler seatings 16-7-28 Engines holding down bolts 26-7-28

Completion of fitting sea connections 2-7-28 (MIDDLESBROUGH)

Completion of pumping arrangements 27-7-28 Boilers fixed 27-7-28 Engines tried under steam 27-7-28

Main boiler safety valves adjusted 27-7-28 Thickness of adjusting washers P.F. $\frac{15}{32}$: P.A. $\frac{13}{32}$: S.F. $\frac{15}{32}$: S.A. $\frac{15}{32}$

Crank shaft material Ingot Steel Identification Mark A.T.G. 7-6-28 Thrust shaft material Ingot Steel Identification Mark A.T.G. 7-6-28

Intermediate shafts, material Ingot Steel Identification Marks SEE BELOW. Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Ingot Steel Identification Mark A.T.G. 4-7-28 Steam Pipes, material Solid drawn Steel Test pressure 540 lbs. Date of Test 24-7-28

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 9/s "Niemen".

General Remarks (State quality of workmanship, opinions as to class, &c.)

The materials and workmanship are good.

The machinery has been constructed under Special Survey, and satisfactorily fitted in the vessel, and is eligible in my opinion for classification and the notation *LMC 8, 28. C.L.

INTERMEDIATE SHAFTS No 5, LLOYDS No 2245, No 6, LLOYDS No 2246, No 7, LLOYDS No 2249,

IDENTIFICATION MARKS No 8, LLOYDS No 2250, No 9, LLOYDS No 2251. A.T.G. 11-7-28.

It is submitted that this vessel is eligible for THE RECORD. *LMC 8.28 C.L.

25th 15/8/28

A. T. Griffith
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 4 : : When applied for, 10 AUG 1928
Special ... £ 68 : 19 : :
Donkey Boiler Fee ... £ : : :
Travelling Expenses (if any) £ : : : When received, 16.8.28

Committee's Minute TUES. 28 AUG 1928

Assigned Thuc 8.28 C.L.

CERTIFICATE WRITTEN.