

C3106

NEWCASTLE-on-TYNE,

19th October, 1920.

L.C. SHALLCROSS

the Ministry of Shipping survey the surrendered German Steel Twin Screw Steamer "WENDLAND" No. 76184 in the Register Book, on various dates in September, 1920 at Hebburn-on-Tyne, for the purpose of ascertaining the general condition of the Boilers and machinery and general engine room equipment.

Attended on the 13th September, 1920 and subsequent dates during which time the vessel was placed in Messrs. Palmers Shipbuilding & Iron Co. Ltd's Dry Dock at Hebburn.

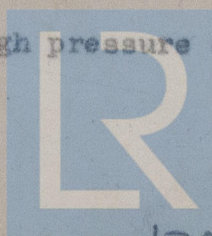
Examined the cylinders, pistons, slide valves, cranks, thrusts and tunnel shafts, screw shafts, propellers, Cederval stern bushes and glands, seaconnections and their outside fastenings, main discharge valves, condensers, air and circulating pumps, feed and bilge pumps, ballast pump, main boilers their mountings, steam steering engine, electric light engine.

The following repairs were effected -

The machinery generally overhauled.

The oilways in the starboard engines, crank shaft top halves main bearings and the crank pins bearings cleared - and the bearing adjusted.

Port main engine, high pressure crank shaft, found



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evidence of white metal in bearings having been ^{overheated} ~~overhauled~~, a quantity of loose white metal being removed from the bearings the H.P. crankshaft was lifted, bearings scraped up, oilways cleared and the crankshaft aligned and refitted. White metal in top halves of the M.P. and L.P. crank shafts scraped up oilways cleared and bearings refitted. Bottom end bearings scraped up and adjusted as found necessary.

The port propeller (which is of built construction with four cast steel blades) one blade broken off at about the centre of the blade, one other blade slightly bent, the port tail shaft found bent between the forward face of the propeller boss, and about 15 inches up the ^{stern} ~~stem~~ tube, throwing the after end of the tail shaft about two inches out of line, the white metal in stern bush damaged - found no evidence of fracture in the tail shaft.

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The tail shaft sent to Messrs. The Darlington Forge Co. Ltd, Darlington, where the shaft was straightened and the wearing part of the shaft skimmed up - reducing the diameter about 3/64 - new white metal strips fitted in stern tube bushes, and the tail shaft refitted as before. The Cederval gland overhauled and adjusted, the broken cast steel propeller blade replaced by a new cast iron blade, two new boss studs fitted in way of the blade - the bent cast steel blade heated and faired (three cast iron blades and one set of studs and nuts supplied as spare gear). The pumps generally overhauled, the soft packing rings in the water end buckets replaced by Woodite packing rings, or Woodite rings supplied to be fitted by Ship Engineers at their convenience.

The valves of the air pumps were not satisfactory and have now been replaced by brass plate valves of the Kinghorn type.

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The condenser tested under a head of water and found or made satisfactory.

The boiler mountings and the sea connections overhauled machined up and ground in as found necessary, one main steam pipe joint remade.

The Ship and Engine room telegraph dials in German replaced by dials with English characters, the steam pressure gauges and vacuum gauges dials replaced by dials in pounds and inches respectively - a number of direction plates on various boiler mountings steam and pumping connections altered to English to the wishes of the Engineer.

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Boilers - various local places in lower circumferential seams and end plate seams, and several screw stays found leaking, have now been caulked - about 25 feet of seams caulked, 410 *nuts* ~~nuts~~ ^{caulked}, 10 combustion chamber screw stay nuts removed and stays caulked and nuts refitted. A quantity of non-conducting material damaged in way of leakage now renewed. Two plain tubes in port aft boiler expanded the two lower manhole doors, refitted and bedded to jointing surfaces of manholes - the Boilers' furnace fronts and baffles generally overhauled, and minor repairs effected - about ten new baffles supplied as spare gear.

Staging brackets and bars for carrying planes for staging to facilitate the sweeping of the Boiler tubes now fitted.

All parts of the machinery and boilers opened out for examination and overhaul and repair closed up and made good.

The boilers tested under steam found ^{satisfactory} satisfactory. The safety valves adjusted under steam 205 lbs. The engines and auxiliary machinery tried under steam (vessel at moorings) and found satisfactory.

Judging from the inspection of the parts of the machinery now examined, I am of the opinion that the machinery

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of this vessel is in a fit condition to run for a period of six months.

The piston ring of the low pressure pistons is made up of a number of short lengths retained against the walls of the cylinders by a spring. There is slight evidence that the walls of the cylinders may be marked or grooved vertically opposite the butt joints of the spring.

The brass seats in the main and auxiliary steam stop valve chest, fitted on each main boiler are of short depth and not thick. It is recommended that the low pressure cylinders and piston springs and the above mentioned stop valve seats be specially examined at the end of six months.

As a precaution it was recommended that two blank flanges suitable for the pipes connected to the above named stop valves should be supplied on board as spare gear, to enable any one boiler when opened out for cleaning to be shut off from the adjacent boiler under steam.

The vessel was classed  L.M.C. from August 1920 Germanischer Lloyd.

Leonard Shallcross

Surveyor to Lloyd's Register.

*Delic from
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