

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

10 DEC 1935

Date of writing Report

19

When handed in at Local Office

29. 11. 1935 Port of Glasgow

No. in Survey held at Reg. Book.

Glasgow

Date, First Survey 28. 6. 35 Last Survey 29-11- 1935

(Number of Visits 31)

on the new steel SS WOODBURY?

Built at Buntisland

By whom built Buntisland S.B. Co. Ltd.

Yard No. 188

Tons } Gross  
Net

When built 1935

Engines made at Glasgow

By whom made David Rowan &amp; Co. Ltd.

Engine No. 983

When made 1935

Boilers made at Glasgow

By whom made David Rowan &amp; Co. Ltd.

Boiler No. 983

When made 1935

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule

317 + 41 for compressor = 358

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes

Trade for which Vessel is intended

ENGINES, &amp;c.—Description of Engines

Triple expansion

Revs. per minute

Dia. of Cylinders 21"-33"-60"

Length of Stroke 45"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 12.348"

Crank pin dia. 12 3/4"

Crank webs

Mid. length breadth 18"

Thickness parallel to axis 8"

as fitted 12 1/2"

Mid. length thickness 8"

Thickness around eye-hole 5 9/8"

Intermediate Shafts, diameter as per Rule 11.76"

as fitted 12"

Thrust shaft, diameter at collars as per Rule 12.348"

as fitted 12 1/2" Michell

Tube Shafts, diameter as per Rule -

Screw Shaft, diameter as per Rule 13.24"

as fitted 13 3/4"

Is the tube screw

shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes as per Rule .7"

as fitted 3/4"

Thickness between bushes as per Rule .52"

as fitted 1/16"

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 -

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 -

Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft no If so, state type -

Length of Bearing in Stern Bush next to and supporting propeller 4'-7"

Propeller, dia. 17'-10"

Pitch 18'-9"

No. of Blades 4

Material Bronze

whether Movable no

Total Developed Surface 110 sq. feet

Feed Pumps worked from the Main Engines, No. none

Diameter -

Stroke -

Can one be overhauled while the other is at work -

Bilge Pumps worked from the Main Engines, No. 2

Diameter 4"

Stroke 24"

Can one be overhauled while the other is at work yes

Feed Pumps No. and size 2 @ 8 1/2"-6"x18"

Pumps connected to the Main Bilge Line

No. and size Ballast pump

How driven Steam

Ballast Pumps, No. and size 9"-12"x12"

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

In Pump Room

In Holds, &amp;c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bones

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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Are the Blow Off Cocks fitted with a spigot and brass covering plate

That Pipes pass through the bunkers

How are they protected

That pipes pass through the deep tanks

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

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 Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

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

Total Heating Surface of Boilers 4350

Forced Draft fitted yes

main boilers

No. and Description of Boilers

Working Pressure 220 lb

IS A REPORT ON MAIN BOILERS NOW FORWARDED? 2 SB &amp; 1 survey

IS A DONKEY BOILER FITTED? no

If so, is a report now forwarded? -

the donkey boiler intended to be used for domestic purposes only

PLANS.

Are approved plans forwarded herewith for Shafting no

Main Boilers yes

Auxiliary Boilers yes

Donkey Boilers -

Superheaters -

(If not state date of approval)

General Pumping Arrangements no

Oil fuel Burning Piping Arrangements -

## SPARE GEAR.

Is the spare gear required by the Rules been supplied yes

What the principal additional spare gear supplied C.I. Propeller

The foregoing is a correct description,

For David Rowan & Co. Ltd.  
Arch. H. Greenow.

Manufacturer.



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Lloyd's Register  
Foundation

W98-0155



1935 June 28 July: 9 Aug: 2.6.22.26 Sep: 9.13.18 Oct: 2.17.23.28  
 During progress of work in shops - - 31 Nov: 1.4.5.6.7.12.13.14.15.18.19.20.21.25.26.29  
 During erection on board vessel - - -  
 Dates of Survey while building  
 Total No. of visits 31

Dates of Examination of principal parts—Cylinders 17-10-35 Slides 5-11-35 Covers 17-10-35  
 Pistons 6-11-35 Piston Rods 6-11-35 Connecting rods 13-9-35  
 Crank shaft 24-10-35 Thrust shaft 4-11-35 Intermediate shafts 23-10-35  
 Tube shaft - Screw shaft 6-11-35 Propeller 4-11-35  
 Stern tube 30-10-35 Engine and boiler seatings Engines holding down bolts  
 Completion of fitting sea connections  
 Completion of pumping arrangements Boilers fixed Engines tried under steam  
 Main boiler safety valves adjusted Thickness of adjusting washers  
 Crank shaft material J. Steel Identification Mark LLOYDS N° 9821-9 L.C.D. 24-10-35  
 Intermediate shafts, material J. Steel Identification Marks LLOYDS L.C.D. 23-10-35  
 Screw shaft, material J. Steel Identification Mark LLOYDS N° 9864 L.C.D. 6-11-35  
 Thrust shaft material J. Steel Identification Mark LLOYDS N° 2479 L.C.D. 4-11-35  
 Tube shaft, material - Identification Mark -  
 Steam Pipes, material Steel Test pressure 660 Date of Test 14-11-35  
 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.)

\* Original forging marks stamped on each shaft as per forging reports herewith.  
 A Turbo compressor made by David Rowan & Co Ltd Glasgow has been fitted to these engines.  
 Turbo compressor N° 2 size T.C. N° 70 NHP 270. Copy of Report on Form 10 herewith.  
 The materials and workmanship are good. 460 BHP as in previous cases.  
 The machinery has been constructed under special survey and on satisfactory completion of trials will in my opinion be eligible for classification and the Record & LMC with date and notation of "Exhaust Turbine driving steam compressor".  
 The machinery has been sent to Buntisland to be fitted on board and tried under steam.

HC  
 29-11-35

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

The amount of Entry Fee ... £ 5 :  
 4/5 Special due 24th Oct. £ 58 : 2 : 5  
 1/5 Donkey Boiler Fee due 31st Oct. £ 14 : 10 : 7  
 Travelling Expenses (if any) £ : :  
 When applied for 2- DEC 1935  
 When received, 31.1.36 5/2

S.C. Davis.  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 3- DEC 1935

Assigned Deferred.

see J.E. Mackay. Rph.