

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report

19

When handed in at Local Office

6 Sep 1934

Port of

Sunderland

No. in Survey held at

Sunderland

Date, First Survey

12 Feb

Last Survey

3rd Sept 1934

Reg. Book

on the Steamer "WYCHWOOD"

(Number of Visits, 55)

Gross 2494

Built at

Sunderland

By whom built

S. P. Austin & Sons Ltd

Yard No.

333

Tons

Net 1558

When built

1934

Engines made at

Sunderland

By whom made

North Eastern Mar. Engrs Ltd

Engine No.

2805

when made

1934

Boilers made at

Sunderland

By whom made

North Eastern Mar. Engrs Ltd

Boiler No.

2805

when made

1934

Registered Horse Power

Owners

Wm. France & Co Ltd

Port belonging to

London

Nom. Horse Power as per Rule

238

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Coasting

ENGINES, &c.

Description of Engines

Inverted triple expansion

Revs. per minute 62

Dia. of Cylinders

19" x 31 1/2" x 52"

Length of Stroke

39"

No. of Cylinders

3

No. of Cranks

3 4 13/16"

Crank shaft, dia. of journals

as per Rule 10.615"

as fitted 11"

Crank pin dia.

11"

Crank webs

Mid. length breadth

13"

Thickness parallel to axis

4 13/16"

Intermediate Shafts, diameter

as per Rule

as fitted

none

Thrust shaft, diameter at collars

as per Rule

as fitted

11"

Tube Shafts, diameter

as per Rule

as fitted

11.401

Screw Shaft, diameter

as per Rule

as fitted

12 3/4"

Is the shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

.645

Thickness between bushes

as per Rule

as fitted

11/16"

Is the after end of the liner made watertight in the propeller boss

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

no

Length of Bearing in Stern Bush next to and supporting propeller

4'-8 1/2"

Propeller, dia.

15'-6"

Pitch

15'-4"

No. of Blades

4

Material

C.I.

whether Moveable

no

Total Developed Surface

49 sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

3 1/4"

Stroke

1'-9"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

3 1/4"

Stroke

1'-9"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

one 6" x 8 1/2" x 13"

Pumps connected to the

Main Bilge Line

No. and size

one 12" x 10 1/2" x 24"

How driven

Steam

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

none

Ballast Pumps, No. and size

one 12" x 10 1/2" x 24"

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

Engine room well 1 @ 3"

2 @ 3" in Boiler Room

In Holds, &c.

2 @ 2 1/2" in No. 1 Hold

2 @ 2 1/2" in No. 2 Hold

2 @ 3" in No. 3 & 4 Hold

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

one 6"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

one 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 mid-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

Hold bilge suction

How are they protected

Strong wooden casing

What pipes pass through the deep tanks

For hold bilge suction

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

none

Is it fitted with a watertight door

worked from

MAIN BOILERS, &c.

(Letter for record S)

Total Heating Surface of Boilers

3400 sq

Is Forced Draft fitted

Yes

No. and Description of Boilers

2 SB.

Working Pressure

200

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

no

PLANS

Are approved plans forwarded herewith for Shafting

(If not state date of approval)

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

Superheaters (None)

General Pumping Arrangements

revised for dist. ship

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR

State the articles supplied:

one Spare 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

1/2 cwt. assorted iron plate

1/2 cwt. assorted iron bar

5 lb. assorted bolts & nuts

12 assorted iron studs & nuts

6 assorted brass studs & nuts

6 junk ring bolts & nuts

12 Condenser tubes

48 Condenser fasteners

1 Safety valve Spring

The foregoing is a correct description FOR THE NORTH EASTERN MARINE ENGINEERING CO. LD

Archd. J. Berry

MANAGER

Manufacturer



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Lloyd's Register Foundation

W 99-0050

1934. Feb. 12, 19, 23. Mar. 7, 16, 19, 23, 28. Apr. 4, 6, 11, 13, 16, 18, 20, 24, 27, 30. May 1, 4, 10, 11, 23. June 4, 6, 8, 13, 14, 18, 22. July 2, 4, 6, 9, 10, 13, 17, 20, 23, 25, 26, 31. Aug. 2, 3, 8, 9, 10, 11, 13, 14, 16, 21, 22, 31. Sep. 3

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 55

Dates of Examination of principal parts—Cylinders 16.4.34, 30.4.34 Slides 9.4.34 Covers 4.6.34

Pistons 6.4.34 22.6.34 Piston Rods 2.4.34 Connecting rods 2.7.34

Crank shaft 11.5.34 23.5.34 6.6.34 Thrust shaft 6.6.34 Intermediate shafts

Tube shaft Screw shaft 14.6.34 6.7.34 13.7.34 Propeller 23.7.34

Stern tube 4.7.34 9.7.34 17.7.34 Engine and boiler seatings 8.8.34 Engines holding down bolts 10.8.34

Completion of fitting sea connections 26.4.34

Completion of pumping arrangements 16.8.34 Boilers fixed 10.8.34 Engines tried under steam 16.8.34

Main boiler safety valves adjusted 16.8.34 Thickness of adjusting washers Port Bl. 7.3/8" Sp. Bl. 3/8" Std. Bl. 5/16" 1/4"

Crank shaft material S.M. Ingot-Steel Identification Mark LLOYDS 7266 W.H.F. 6.6.34 Thrust shaft material S.M. Steel Identification Mark LLOYDS 7266 W.H.F. 6.6.34

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material S.M. Steel Identification Mark LLOYDS 7266 W.H.F. 6.6.34 Steam Pipes, material S.D. Steel Test pressure 600 Date of Test 10.8.34

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 no. If so, have the requirements of the Rules 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 built under Special Survey in accordance with the Rules of the Society. The materials & workmanship are good. The machinery has been securely fitted on board the vessel & tried under steam with satisfactory results & is eligible in our opinion to have notation *h.k.c.* 9.34 & T.S (ca) in the Register Book.

SUNDERLAND

Certificate to be sent to

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

The amount of Entry Fee ... £ 4 : - : When applied for, 7 SEP 1934

Special ... £ 59 : 10 : When received, 14.9.34

Donkey Boiler Fee ... £ : : 15

Travelling Expenses (if any) £ : :

J. H. Lacey & W. Caldwell.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 14 SEP 1934

Assigned + L.M.C. 9.34

CERTIFICATE WRITTEN C.L.

