

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office JUL 26 1940
NEWCASTLE-ON-TYNE

When handed in at Local Office 25/7/40 Port of Wallsend
 Date, First Survey 6 Feb 1940 Last Survey 15 July 1940
 (Number of Visits 41)
 No. in Survey held at Wallsend
 Reg. Book. 2209 on the S/S "Swickenham"
 Tons { Gross 4462
 Net 2663
 Built at Dumfries By whom built Caledon S.S. & Co Ltd Yard No. 385 When built 1940
 Engines made at Wallsend By whom made N.E. Marine Eng Co Ltd Engine No. 2949 When made 1940
 Boilers made at By whom made " " Boiler No. 2949 When made 1940
 Registered Horse Power 393 Owners Britain S.S. Co Ltd Port belonging to Dumfries
 Nom. Horse Power as per Rule 393 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted yes
 Trade for which Vessel is intended beacon going

ENGINES, &c.—Description of Engines Triple Expansion Reciprocating Revs. per minute 62
 Dia. of Cylinders 23 - 38 - 65 Length of Stroke 42 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 12.81 Crank pin dia. 13 Crank webs Mid. length breadth 1'-10" Thickness parallel to axis 8.8 3/8" MP
 as fitted 13 Mid. length thickness 8.9 8/8" MP Thickness around eye-hole P 6 1/2" 17"
 Intermediate Shafts, diameter as per Rule 12.2 Thrust shaft, diameter at collar as per Rule 12.81
 as fitted 12 1/2" as fitted 13"
 Tube Shafts, diameter as per Rule 13.7 Is the { screw } shaft fitted with a continuous liner { yes }
 as fitted 14 1/2" as fitted 14 1/2"
 Bronze Liners, thickness in way of bushes as per Rule .72 Thickness between bushes as per Rule .53 Is the after end of the liner made watertight in the
 as fitted .75" as fitted 7/16" 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
 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 If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 5'-5"
 Propeller, dia. 18'-0" Pitch 16'-9" No. of Blades 4 Material BRONZE whether Movable NO Total Developed Surface 121 1/2 sq. feet
 Feed Pumps worked from the Main Engines, No. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 21" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 2 @ 6" x 8 1/2" x 18" 1 @ 8" x 6" x 8" Pumps connected to the { No. and size 1 @ 10" x 12" x 12" 1 @ 8" x 6" x 8" 2 @ 3 1/2"
 How driven Steam Main Bilge Line { How driven Steam M. Eng.
 Ballast Pumps, No. and size 1 @ 10" x 12" x 12" 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, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size S Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size S Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 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
 What Pipes pass through the bunkers How are they protected
 What 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, &c.—(Letter for record S) Total Heating Surface of Boilers 5790 sq. ft.
 Is Forced Draft fitted yes (Main) No. and Description of Boilers 2SB & 1 Aux SB Working Pressure 220 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? NO If so, is a report now forwarded?
 Is the donkey boiler intended to be used for domestic purposes only
 PLANS. Are approved plans forwarded herewith for Shafting 25-10-39 Main Boilers 9-6-39 Auxiliary Boilers 9-6-39 Donkey Boilers
 (If not state date of approval)
 Superheaters 28-11-39 General Pumping Arrangements 7-2-40 Oil fuel Burning Piping Arrangements

SPARE GEAR.
 Has the spare gear required by the Rules been supplied yes.
 State the principal additional spare gear supplied 1 Spare screw shaft (to be supplied for Contracts 2949 & 2950)
1 set of packing rings HP piston 1 Set of wearing parts for LP Valve rod.
2 half bottom end bearing brasses, bolts & nuts
4 half Crosshead brasses, bolts & nuts 2 main bearing bolts & nuts
Sparks as required for HP & MP poppet valves, air & bilge pump
valves, thrust blocks pads, safety valve springs, superheaters
furnaces & auxiliaries

The foregoing is a correct description,
THE NORTH EASTERN MARINE ENGINEERING CO. (1939) LTD.

John Neill
DIRECTOR & GENERAL MANAGER.

Manufacturer.



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Lloyd's Register
Foundation

1940

Dates of Survey while building

During progress of work in shops -- Feb. 6, 18, Apr. 3, 8, 16, 17, 19, 22, 23, 24, 25, 26, 30, May 1, 2, 3, 6, 7, 8, 10, 16, 17, 27, 29, 30, 31, June 4, 7, 13, 17, 25, 26, 27, July 1, 2, 3, 4, 5, 9, 15.

During erection on board vessel ---

Total No. of visits 41.

Dates of Examination of principal parts—Cylinders 16.5.40 Slides 16.5.40 Covers 16.5.40
 Pistons 16.5.40 Piston Rods 16.5.40 Connecting rods 16.5.40
 Crank shaft 18.3.40 Thrust shaft 18.3.40 Intermediate shafts
 Tube shaft ✓ Screw shaft 19.4.40; 9.7.40 Propeller 7.6.40
 Stern tube 9.7.40 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 Steel Identification Mark 2949 RM 19.3.40 Thrust shaft material Steel Identification Mark 2949 RM 18.3.40
 Intermediate shafts, material Steel Identification Marks 2940 RM 15.7.40 Tube shaft, material ✓ Identification Mark Various 29.5.40
 Screw shaft, material Steel Identification Mark 2795 HAI 19.4.40 Steam Pipes, material Steel Test pressure 660 lbs Date of Test 4.6.40
 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 ✓
 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 yes If so, state name of vessel "Tottenham" ✓

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been made under special survey in accordance with the approved plans & the Requirements of the Rules. The materials & workmanship are good. The machinery has been forwarded to Dundee where it will be installed & on completion of the Survey, will be eligible in my opinion to have the Records (with date) Rht 23B (Spt) & 1 Aux SB FT. CL

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

The amount of Entry Fee ... £ 5 : 0 : 0
 4/5 Special ... £ 67 : 5 : 0
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for 25 JUL 1940
 When received 27 July 1940

Ro Moffatt
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW 12 NOV 1940**
 Assigned See Dundee Report No 9194

