

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office JAN 27 1938

Date of writing Report 19 When handed in at Local Office 26 JAN 1938 Port of SUNDERLAND.

No. in Survey held at SUNDERLAND. Date, First Survey 5 May 37 Last Survey 20 Jan 1938
Reg. Book. (Number of Visits 62)

on the S.S. MONKWOOD Tons Gross 1591 Net 922

Built at Sunderland By whom built S.P. Austin & Son Ltd Yard No. 345 When built 1938

Engines made at Sunderland By whom made N.E. Marine Eng. Co. Ltd Engine No. 2900 When made 1938

Boilers made at Sunderland By whom made N.E. Marine Eng. Co. Ltd Boiler No. 2900 When made 1938

Registered Horse Power Owners W. France Fenwick & Co. Ltd Port belonging to London

Nom. Horse Power as per Rule 176 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion, Poppet valves N.E. & P. Revs. per minute

Dia. of Cylinders 15 1/2", 44", 25" Length of Stroke 33" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule appd. Crank pin dia. 9 3/4" Crank webs Mid. length breadth shrunk Thickness parallel to axis 5 3/4"
as fitted 9 1/2" Mid. length thickness shrunk Thickness around eye-hole 4 1/2" pin 4 7/8"

Intermediate Shafts, diameter as per Rule appd. Thrust shaft, diameter at collars as per Rule appd.
as fitted 9 1/2"

Tube Shafts, diameter as per Rule appd. Screw Shaft, diameter as per Rule appd. Is the tubo shaft fitted with a continuous liner yes
as fitted 10 1/4" as fitted 10 1/4" as fitted 10 1/4"

Bronze Liners, thickness in way of bushes as per Rule appd. Thickness between bushes as per Rule appd. Is the after end of the liner made watertight in the propeller boss yes
as fitted 3/4" as fitted 1 1/4"

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 no Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no If so, state type Oil Gland

Length of Bearing in Stern Bush next to and supporting propeller 3' 11"

Propeller, dia. 13' 9" Pitch 13.72 No. of Blades 4 Material C.I. whether Moveable not Total Developed Surface 68 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 16 1/2" Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 16 1/2" Can one be overhauled while the other is at work yes

Feed Pumps No. and size 1, 7" x 5" x 12" Pumps connected to the Main Bilge Line No. and size 1, 9" x 10" x 24"
How driven Steam How driven Steam

Ballast Pumps, No. and size 1, 9" x 10" x 24" 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 Engine Room 1 & 2 1/2" dia. Boiler Room 2 & 2 1/2" dia.
In Pump Room — In Holds, &c. Fore Hold 2 & 3" dia. After hold 2 & 3" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 & 5" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 & 3 1/2"

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 yes

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 suction How are they protected heavy timber

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 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 — Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2570 sq. ft.

Is Forced Draft fitted yes No. and Description of Boilers 2 Cylindrical Multitubular 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 12/3/37 Main Boilers yes Auxiliary Boilers — Donkey Boilers —
(If not state date of approval)

Superheaters details General Pumping Arrangements 29/7/37 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

12 Condenser Tubes

48 Journals

1 Safety Valve Spring

20% Safety Valve jointing mix for cement

10% — — — — —

5% — — — — —

2% — — — — —

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

Archib. J. Bury
GENERAL MANAGER.

Manufacturer.



© 2021

Lloyd's Register
Foundation

