

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19 When handed in at Local Office 19 JUL 1924 Port of Liverpool  
 No. in Survey held at Fleetwood Date, First Survey 20<sup>th</sup> Feb. Last Survey 14<sup>th</sup> July 1924  
 Reg. Book. on the T. S. S. "WYRESDALE" (Number of Visits 24) Gross 53.72 Tons Net 25.3  
 Built at Fleetwood By whom built James Robertson & Son, Ltd. Yard No. 6 When built 1924  
 Engines made at Fleetwood By whom made James Robertson & Son, Ltd. Engine No. 6 when made 1924  
 Boilers made at Stockton By whom made Riley Brothers, Ltd. Boiler No. when made 1924  
 Registered Horse Power Owners Fleetwood Urban District Council Port belonging to Fleetwood  
 Nom. Horse Power as per Rule 18 ✓ Is Refrigerating Machinery fitted for cargo purposes No. ✓ Is Electric Light fitted Yes

## ENGINES, &amp;c.—Description of Engines

Compound Air-condensing ✓  
 Dia. of Cylinders 4' 4 1/4" Length of Stroke 9" Revs. per minute 170 ✓ No. of Cylinders 2 ✓ No. of Cranks 2 ✓  
 Dia. of Crank shaft journals as per rule 3.02 3.02 (70 lb.) as fitted 3 1/8" Dia. of Crank pin 3 1/8" Crank webs Mid. length breadth 4" Mid. length thickness 1 3/4" If shrunk Thickness parallel to axis 3.35 9.36 (170 lb.) as per rule 3 3/8" as fitted 3 3/8" Is the Screw shaft fitted with a continuous liner the whole length of the stern tube No liners ✓ Is the after end of the liner made watertight in the propeller boss ✓  
 If the liner is in more than one length are the joints burned ✓ 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated Yes ✓ Length of Stern Bush 13 1/4" Diameter of Propeller 48" ✓  
 Pitch of Propeller 63" ✓ No. of Blades 4 ✓ State whether Moveable No Total Surface 625 sq. ft. each propeller square feet.  
 No. of Feed Pumps fitted to the Main Engines One each eng. Diameter of ditto 1 1/4" ✓ Stroke 4 3/4" ✓ Can one be overhauled while the other is at work Yes ✓  
 No. of Bilge Pumps fitted to the Main Engines One each eng. Diameter of ditto 1 1/4" ✓ Stroke 4 3/4" ✓ Can one be overhauled while the other is at work Yes ✓  
 Total number and size of power driven Feed and Bilge Auxiliary Pumps One ✓  
 No. and size of Pumps connected to the Main Bilge Line One 4" x 2 1/2" x 4" duplex pump One 1 1/2" steam ejector ✓  
 No. and size of Ballast Pumps None ✓ No. and size of Lubricating Oil Pumps, including Spare Pump ✓  
 Are two independent means arranged for circulating water through the Oil Cooler ✓ No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room One 1 1/2" suction each engine, One 1 1/2" ejector and in Holds, &c. One 1 1/2" suction forward hold. One 1 1/2" suction tunnel well

No. and size of Main Water Circulating Pump Bilge Suctions ✓ No. and size of Donkey Pump Direct Suctions ✓  
 to the Engine Room Bilges One 1 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 connections with the sea direct on the skin of the ship Yes ✓ Are they Valves or Cocks Locks ✓  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes ✓ Are the Discharge Pipes 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 are carried through the bunkers None ✓ How are they protected ✓  
 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 Screw Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record S ✓) Total Heating Surface of Boilers 365 sq. feet. 13B.  
 Is Forced Draft fitted No ✓ No. and Description of Boilers One single Landed. ✓ Working Pressure 170 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes ✓

IS A DONKEY BOILER FITTED? No ✓

If so, is a report now forwarded? ✓

PLANS. Are approved plans forwarded herewith for Shafting Yes ✓ Main Boilers Yes ✓ Auxiliary Boilers ✓ Donkey Boilers ✓  
 (If not state date of approval)  
 General Pumping Arrangements Yes ✓ Oil Fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied:—

Four top end connecting rod bolts. Two bottom end connecting rod bolts.  
 Two main bearing bolts. One set of coupling bolts. One set of feed and bilge pump valves.  
 A quantity of assorted bolts and nuts.

The foregoing is a correct description,

A. L. Robertson

Manufacturer.



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Dates of Survey while building

During progress of work in shops - -  
During erection on board vessel - - -

Total No. of visits

20<sup>th</sup>, 26<sup>th</sup> Feb. 26<sup>th</sup> March, 1<sup>st</sup> 8<sup>th</sup> 22<sup>nd</sup> & 28<sup>th</sup> April. 2<sup>nd</sup> 13<sup>th</sup> 16<sup>th</sup> 20<sup>th</sup> 22<sup>nd</sup> & 26<sup>th</sup> May.  
2<sup>nd</sup> & 4<sup>th</sup> June.  
12<sup>th</sup> 16<sup>th</sup> 18<sup>th</sup> & 30<sup>th</sup> June. 15<sup>th</sup> & 17<sup>th</sup> July.

Dates of Examination of principal parts - Cylinders

Covers

Pistons

Slides

Rods

Connecting rods

Crank shaft

Thrust shaft

Tunnel shafts

Screw shaft

Propeller

Stern tube

Engine and boiler seatings

Engines holding down bolts

Completion of pumping arrangements

Boilers fixed

Engines tried under steam

Completion of fitting sea connections

Stern tube

Screw shaft and propeller

Main boiler safety valves adjusted

Thickness of adjusting washers

Material of Crank shaft

Identification Mark on Do. See London letter E dated 5<sup>th</sup> June, 1924

Material of Thrust shaft

Identification Mark on Do. " " " " " " " "

Material of Tunnel shafts

Identification Marks on Do.

Material of Screw shafts

Identification Marks on Do.

Material of Steam Pipes

Test pressure

Date of Test

Is an installation fitted for burning oil fuel

Is the flash point of the oil to be used over 150°F.

Have the requirements of the Rules for carrying and burning oil fuel been complied with

Is this machinery duplicate of a previous case

If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been built under special survey in accordance with the Rules and approved plans. The safety valves have been adjusted under steam and the engines tried under working conditions with satisfactory results.  
The workmanship and materials are of good quality and the machinery is in my opinion, eligible for classification with record + LMC-7-24.

It is submitted that  
this vessel is eligible for  
THE RECORD. + LMC 7. 24. OG.

J.W.D. 170th.  
24/7/24

The amount of Entry Fee

Special

Donkey Boiler Fee

Travelling Expenses (if any)

When applied for,

When received,

Committee's Minute

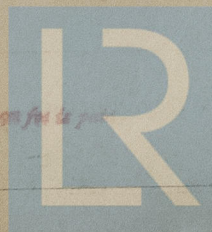
Assigned

LIVERPOOL

+ L.M.C. 7.24.  
O.G.

22 JUL 1924

Engineer Surveyor to Lloyd's Register of Shipping.



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CERTIFICATE WRITTEN  
28/8/24