

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

OCT 27 1938

Date of writing Report

10

When handed in at Local Office

25/10/10 36 Port of

NEWCASTLE-ON-TYNE

No. in Survey held at
Reg. Book.

Newcastle on Tyne

Date, First Survey

13 May

Last Survey

19/10/1938

(Number of Visits

57)

Tons

Gross 1387

Net 771

When built

1938-

Built at

Newcastle

By whom built

Swan, Hunter & Wigham Richardson Ltd

Yard No.

1602

Engines made at

ditto

By whom made

ditto

Engine No. 1602

when made 1938

Boilers made at

ditto

By whom made

ditto

Boiler No. 1602

when made 1938

Registered Horse Power

Owners

Polish-British Steamship Co Ltd

Port belonging to

DANZIG

Nom. Horse Power as per Rule

152 Combined

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Ocean going

ENGINES, &c.—Description of Engines

2 Cyl. Comp. Recip Eng and Exh. Steam Turbine with D.R. bearing

Revs. per minute 110.

Dia. of Cylinders

17" + 34"

Length of Stroke

28"

No. of Cylinders

Two

No. of Cranks

Two

Crank shaft, dia. of journals

as per Rule 8.84"

as fitted 8.78"

Crank pin dia.

8 7/8"

Crank webs

Mid. length breadth 14 7/16"

Mid. length thickness 5 5/8"

Thrust shaft, diameter at collars

as per Rule 8.84"

as fitted 8.78"

Intermediate Shafts, diameter

as per Rule 8.42"

as fitted 8.7/16"

Screw Shaft, diameter

as per Rule 9.88" for NAVY

as fitted 10"

Is the shaft fitted with a continuous liner

Yes

Tube Shafts, diameter

as per Rule —

as fitted —

Bronze Liners, thickness in way of bushes

as per Rule .60"

as fitted 5/8"

Thickness between bushes

as per Rule 9/16"

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

In one piece.

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

3' 5"

Propeller, dia.

11' 9"

Pitch

11' 3"

No. of Blades

4

Material

Working M. Bronze

whether Moveable

No

Total Developed Surface

47 sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

2 5/8"

Stroke

16"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

4"

Stroke

16"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

One 6" x 4 1/2" x 10 8 and one 6" x 4" x 6"

Pumps connected to the

Main Bilge Line

No. and size

Two 4" dia. x 16"

How driven

By Main Eng & Ball. Pump

7" x 7" x 8"

Steam

Ballast Pumps, No. and size

One 7" x 7" x 8"

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

Two 7" x 6 1/2" x 15"

Stroke

15"

Suctions, connected to both Main Bilge Pumps and Auxiliary

Pump: Steam

Is there independent means arranged for circulating water through the Oil Cooler

Yes

Bilge Pumps;—In Engine and Boiler Room

3 of 3", 2 of 2 1/2" in ER Cofferdam, & one 2 1/2" in Tunnel well

In Holds, &c.

Two of 2 1/2" one in each hold, Nos 1, 2 & 3.

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

1 of 6" on port side

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1 of 3 1/2" on starboard side

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 they fitted with Valves or Cocks

both

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

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

both

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

How are they protected

None

What Pipes pass through the bunkers

None

What pipes pass through the deep tanks

None

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

Yes

Is it fitted with a watertight door

Yes

worked from

upper deck level

MAIN BOILERS, &c.—(Letter for record

5.)

Total Heating Surface of Boilers

1925 sq. ft.

Is Forced Draft fitted

Yes

No. and Description of Boilers

Two. Single Ended.

Working Pressure

210 lbs

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

26/1/38

Main Boilers

10/1/38

Auxiliary Boilers

Donkey Boilers

21/3/38; in Machy Space, NWC. Letter 29/6/38.

Superheaters

21/4/38

General Pumping Arrangements

21/4/38

Oil fuel Burning Piping Arrangements

2/6/38

SPARE GEAR. State the articles supplied:—

As per Rule 1938.

plus

Principal additional Spare gear:—

one top end & one bottom end bearing.

one set of HP & LP Piston Rings.

one set of wearing parts of U.S. Packing for Piston Rods & Valve Rods.

one set of Thrust Pads.

20 Condenser Tubes & Ferrules.

one Screw Shaft—complete.

The foregoing is a correct description,

FOR

SWAN, HUNTER, & WIGHAM RICHARDSON, LTD.

G. J. Sheedy

DIRECTOR.

Manufacturer.

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Lloyd's Register

Foundation

009058-009066-0136

NOTE.—The words which do not apply should be deleted.

Im. 9.23. T.

1938
May 13. 24. June 2. 8. 14. 29. July 1. 7. 11. 13. 14. 18. 19. 20. 21. 22. 25. 29. Aug. 2. 3. 4. 5. 8.
During progress of work in shops - - 16. 18. 19. 22. 25. 29. 30. 31. Sep. 1. 5. 6. 7. 9. 13. 14. 15. 16. 19. 20. 21. 22. 23. 26. 28. 29. 30.
During erection on board vessel - - - Oct. 3. 6. 7. 14. 18. 19.
Total No. of visits 57.

Dates of Examination of principal parts—Cylinders 16/8/38 Slides 9/9/38 Covers 16/8/38
Pistons 9/9/38 Piston Rods 9/9/38 Connecting rods 9/9/38
Crank shaft 9/9/38 Combined main wheel and Thrust shaft. 13/9/38 Intermediate shafts 16/8/38
Tube shaft Screw shaft 16/8/38 (working & spare) Propeller Working (Brigs) 2/8/38 Spare (C. Steel) 1/8/38
Stern tube 16th & 18th/8/38 Engine and boiler seatings 7/9/38 Engines holding down bolts 29/9/38
Completion of fitting sea connections 22/8/38
Completion of pumping arrangements 6/10/38 Boilers fixed 16/9/38 Engines tried under steam 7th & 18th Oct 1938
Main boiler safety valves adjusted 6/10/38 Thickness of adjusting washers 3383 HB Port BLC 23/64 23/64 19/64 STB BLC 23/64 24/64 19/64
Crank shaft material S.M. Forged Steel Identification Mark AN 9-9-38 Thrust shaft material F. Steel Identification Mark 3340 HB
Intermediate shafts, material F. Steel Identification Marks 1482 HK; 1483 HK; 552 HS; 553 HS
Screw shaft, material F. Steel Identification Mark working 551 HS spare 550 HS Tube shaft, material S.D. Steel Test pressure 630 lb. Date of Test 22nd & 28th Sept 1938
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 4/50 If so, state name of vessel S/S PUCK.

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

The Machinery of this Vessel has been constructed under special survey in accordance with the Rules and approved plans, and the materials and workmanship are good.

The Reciprocating Engine in conjunction with the Loh. Steam Turbine (Bauerbach) installation has been fitted on board and satisfactorily tested under working conditions.

The Machinery of this Vessel is eligible in my opinion, for record + L.M.C. 10.38, and the notation "Strengthened for navigation in ice".

The amount of Entry Fee ... £ 3 : — :
Special ... £ 38 : — :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 26 OCT 1938
When received, 1/11 1938

A. Watt.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE 1 NOV 1938

Assigned

+ L.M.C. 10.38

F.D. C.L.

Sgt.



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