

IVED

No. 23847

Rpt. 4.
R 1949

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 15 JUN 1949
6 APR 1949

Date of writing Report 31st MARCH 1949 When handed in at Local Office 1st APRIL 1949 Port of GREENOCK

No. in Survey held at GREENOCK Date First Survey 20th AUG. 1948 Last Survey 18th MARCH 1949
(Number of Visits 22)

Reg. Book on the S.S. "Woodward" Tons Gross 2459 Net 1403

Built at DUNDEE By whom built CALEDON S.S. & E. CO. LTD. Yard No. 468 When built 1949

Engines made at GREENOCK By whom made JOHN G. KINCAID & CO. LTD. Engine No. 797 When made 1949

Boilers made at do By whom made do Boiler No. 797 When made 1949

Registered Horse Power Owners CURRIE LINE Port belonging to Leith

Nom. Horse Power as per Rule 412 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 Triple expansion Revs. per minute 105

Dia. of Cylinders 19" - 31" - 55" Length of Stroke 36" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 10.754" Mid. length breadth 17" Thickness parallel to axis 6 3/4"
as fitted 10.875" Crank pin dia. 1 1/4" Crank webs shrunk Thickness around eye-hole 4 7/8"
as per Rule 10.242" Mid. length thickness 6 3/4" as per Rule 10.7541"

Intermediate Shafts, diameter as fitted 10.375" Thrust shaft, diameter at collars as fitted 10.875"

Tube Shafts, diameter as per Rule Is the screw shaft fitted with a continuous liner No
as fitted Screw Shaft, diameter as fitted 12.125"

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the propeller boss No

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner No

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 at 40" If so, state type CEDERBULL

Propeller, dia. 13'0" Pitch 12.83' No. of Blades 4 Material MB whether Moveable No Total Developed Surface 55.5 sq. feet

Feed Pumps worked from the Main Engines, No. NONE Diameter 3 1/2" Stroke 21" Can one be overhauled while the other is at work 40"

Bilge Pumps worked from the Main Engines, No. Two Diameter 3 1/2" Stroke 21" Can one be overhauled while the other is at work 40"

Feed Pumps No. and size 2 Rams x 3 1/4" Dia x 21" Stroke. 1 Duplex 9" x 10" x 10". 1 Duplex 8" x 6" x 8"
How driven Independent (Steam) Main Bilge Line How driven In Engine Independent (Steam)

Ballast Pumps, No. and size 1 Duplex 9" x 10" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to Main Bilge Pumps and Auxiliary

Bilge Pumps:—In Engine and Boiler Room 2 P. 25 x 2 1/2" Thrust Pumps 1 x 2" 1 Copper dam x 2 1/2" 2 P. 25 x 2 1/2" Bilge 2" Tunnel well 1 x 2 1/2"
In Pump Room In Holds, &c. No. 1. P. 5 x 3" No. 2. P. 5 x 3" No. 3. P. 5 x 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 x 4" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges.

No. and size 1 x 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 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 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 How are they protected

What pipes pass through the deep tanks 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

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4940 sq. SUP 2020

Which Boilers are fitted with Forced Draft Both boilers Which Boilers are fitted with Superheaters Both boilers

No. and Description of Boilers Two cylindrical SE. Working Pressure 220 lb/sq. in

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?

Can the donkey boiler be used for other than domestic purposes

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements 8-10-48 Oil fuel Burning Piping Arrangements 14/10/48

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied One spare C.I. propeller

The foregoing is a correct description.
FOR JOHN G. KINCAID & CO., LIMITED.

J. Rowley

Manufacturer.



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Lloyd's Register Foundation

011079-011088-0035

(1948) AUG. 20. OCT. 22. NOV. 10. 23. DEC. 15. 16. (1949) JAN. 6. 10. 13. 17. 18. 24. FEB. 2. 9. 11. 18. 21.
 During progress of work in shops - - - MAR. 4. 7. 9. 11. 15. 16. 17. 18.
 Dates of Survey while building
 During erection on board vessel - - - 1948. Dec 3. 1949 Jan 18. 25. Feb. 1. 4. 15. 22 - March 18. 15. 18. 27
 April 8. 19. 26. 29 - May 6. 19. 24. 26. 27
 Total No. of visits 25 + 21 = 46.

Dates of Examination of principal parts—Cylinders 18-1-49 Slides 18-1-49 Covers 18-1-49
 Pistons 21-2-49 Piston Rods 9-3-49 Connecting rods 9-3-49
 Crank shaft 17-1-49 Thrust shaft 17-1-49 Intermediate shafts 17-1-49
 Tube shaft ✓ Screw shaft 13-1-49 Propeller 13-1-49
 Stern tube 22-10-48. Engine and boiler seatings 14. 19. 11. 48. Engines holding down bolts 6.5.49
 Completion of fitting sea connections 10.12.48
 Completion of pumping arrangements 24.5.49 Boilers fixed 6.5.49 Engines tried under steam 24.5.49
 Main boiler safety valves adjusted 26.5.49 Thickness of adjusting washers P.B.W. 1/2" : 1/2" : 1/2" S.B.W. 1/2" : 1/2" : 3/8"
 Crank shaft material SMS Identification Mark L917822 CNH 17-1-49 Thrust shaft material SMS Identification Mark L917721 CNH 17-1-49
 Intermediate shafts, material SMS Identification Marks L917822 CNH 17-1-49 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material SMS Identification Mark L917872 CNH 13-1-49 Steam Pipes, material Steel Test pressure 660 lbs Date of Test 5-11-49
 Is an installation fitted for burning oil fuel Yes ✓ Is the flash point of the oil to be used over 150° F. Yes ✓
 Have the requirements of the Rules for the use of oil as fuel been complied with Yes ✓
 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... No... If so, state name of vessel...

General Remarks (State quality of workmanship, opinions as to class, &c.)
 This machinery has been constructed under special survey in accordance with the Rules & approved plans, the materials & workmanship are sound & good. It has now been despatched to Dundee to be installed in the vessel and will be eligible to be Classed in the Register Book with Record + LMC with date & notation 2 SB 220 lbs / "FD Supt. Screwshaft O.G. and fitted for oil fuel F.P. above 150° F on completion of the installation.

Certificates commensurate to this machinery & Engine 798 will be forwarded on completion of the latter.

This machinery has now been efficiently installed in the above named vessel, and tried under working conditions satisfactory, and eligible, in my opinion, to be Classed in the Register Book with Record + L.M.C. 5.49 and notation 2 S.B. 220 lbs / "FD Supt. Screwshaft O.G. and fitted for oil fuel 5.49. F.P. above 150° F. Dundee, March/49

Certificate to be sent to

The amount of Entry Fee ... £	:	:	When applied for,
Special 4/5 fee... £ 118	:	18	6 th APRIL 1949
Donkey Boiler Fee ... £ 29	:	14	
Travelling Expenses (if any) £	:	:	When received,
			19

Checks of 4/5
 Engineer Surveyor to Lloyd's Register of Shipping.

Date GLASGOW 5 APR 1949

GLASGOW 4 JUN 1949

Committee's Minute prepared for Completion + LMC 5.49 Fitted for oil fuel 5.49, F.P. above 150° F