

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

19 JAN 1940

Received at London Office JAN 22 1940

Date of writing 19 When handed in at Local Office 19 Port of Newcastle-on-Tyne

No. in Survey held at Wallsend on Tyne Date, First Survey 15.5.39 Last Survey 10.1.1940
 Reg. Book Supp. (Number of Visits 63)

38284 on the S.S. "BEECHWOOD" Tons Gross
 Built at Sunderland By whom built Sir J. Laing & Sons Ltd Yard No. 727 When built 1940
 Engines made at Wallsend By whom made N.E. Marine Engls (1939) Ltd Engine No. 2940 When made 1940
 Boilers made at " By whom made " Boiler No. 2940 When made 1940
 Registered Horse Power " Owners J. J. Jacobs & Co Ltd Port belonging to London
 Nom. Horse Power as per Rule 366 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 59
 Dia. of Cylinders 23-38-65 Length of Stroke 42 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 12.81 Crank pin dia. 13 Crank webs 1-10" Thickness parallel to axis 8" x 8 1/2"
 Intermediate Shafts, diameter 12.2 Thrust shaft, diameter at collars 12.81 Thickness around eye-hole 27" x 7 1/2"
 Tube Shafts, diameter 12 1/2 Is the tube shaft fitted with a continuous liner yes
 Screw Shaft, diameter 12 1/2 Is the screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes 72 Thickness between bushes 53 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 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 yes Is an approved Oil Gland or other appliance fitted at the after end of the tube yes
 shaft no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5-0"
 Propeller, dia. 18-0" Pitch 18-0" No. of Blades 4 Material bronze whether Moveable no Total Developed Surface 113.5 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2 Stroke 1-10 1/2" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2 Stroke 1-10 1/2" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 1 @ 7 1/2" x 11" x 10" Pumps connected to the { No. and size 1 @ 9" x 11" x 10" 2 @ 3 1/2" yes
 { How driven Steam Main Bilge Line { How driven Steam Main Engine
 Ballast Pumps, No. and size 1 @ 9" x 11" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size yes
 Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 2 @ 3" Eng Room 2 @ 3 1/2" Boiler Room In Holds, &c. 3" for Hold P.S. 3 1/2" Main Hold P.S. 1 1/2" Main Hold P.S.
 In Pump Room 3" aft Main hold P.S. 3" well suction 3" for hold P.S.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 7" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 @ 5" (Ballast Pump) 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 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
 What Pipes pass through the bunkers yes How are they protected yes
 What pipes pass through the deep tanks yes 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 Top Platform

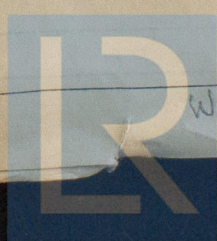
MAIN BOILERS, &c.—(Letter for record 3) Total Heating Surface of Boilers 5076 sq. ft. Working Pressure 220 lbs
 Is Forced Draft fitted yes No. and Description of Boilers 2 SB & 1 Aux SB
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes
 Is the donkey boiler intended to be used for domestic purposes only yes
 PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers 22.5.39 Auxiliary Boilers 26.5.39 Donkey Boilers yes
 Superheaters 21.6.39 General Pumping Arrangements 17.7.39 Oil fuel Burning Piping Arrangements yes

SPARE GEAR.
 Has the spare gear required by the Rules been supplied yes including HP & MP poppet valve spares
 State the principal additional spare gear supplied 1. Screw shaft complete 1 set of patent metallic packing
for LP Valve Rod. 1 set of patent rings for MP & LP pistons
2 Main bearing bolts & nuts. Valve lids for main & auxiliary checks, Screw
& blow down valves 1 Safety Valve Spring for Main & Aux boilers
C.I. Propeller Set of pads for thrust block
Sundry Spares for furnaces &c.

The foregoing is a correct description,
 THE NORTH EASTERN MARINE ENGINEERING CO. (1938) LTD.

John Neill
 DIRECTOR & GENERAL MANAGER.

Manufacturer.



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Lloyd's Register
 Foundation

REPORT ON BOILERS

1939
During progress of work in shops -- May 15.16 June 2.6.13 July 6.7.19.21.25.28 Aug. 4.9.15.28.29 Sep. 4.8.11.18.19
Dates of Survey while building 26.27.29 Oct. 2.4.6.9.10.11.13.17.18.20.23.24.25.26.27.30 Nov. 2.6.7.8.9.10
During erection on board vessel -- 11.13.14.15.16.20.21.22.24.27.28 Dec. 6.7.8. 1940 Jan. 10.
Total No. of visits 63

Dates of Examination of principal parts—Cylinders 17-10-39 Slides 25-10-39 Covers 25-10-39
Pistons 25-10-39 Piston Rods 25-10-39 Connecting rods 25-10-39
Crank shaft 9-8-39 Thrust shaft 19-7-39 Intermediate shafts 19-9-39
Tube shaft ✓ Screw shaft 4-10-39 Propeller 2-11-39
Stern tube 23-10-39 Engine and boiler seatings 27-11-39 Engines holding down bolts 27-11-39
Completion of fitting sea connections 6-11-39
Completion of pumping arrangements 10-1-40 Boilers fixed 27-11-39 Engines tried under steam 7-12-39
Main boiler safety valves adjusted 6/7-12-39 Thickness of adjusting washers P 3/8 7/16 1/2 3/4 1 1 1/2 2 3 1/2 4 5 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78 80 82 84 86 88 90 92 94 96 98 100
Crank shaft material S Identification Mark RM 9-8-39 Thrust shaft material S Identification Mark 3150 AS 1.6.39
Intermediate shafts, material S Identification Marks RM 19-9-39 Tube shaft, material ✓ Identification Mark 3150 AS 1.6.39
Screw shaft, material S Identification Mark RM 4-10-39 Steam Pipes, material S Test pressure 660 Date of Test 13.14.20.21.24.27/11/39
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 ✓ 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 "Argyll" Rpt 98087

General Remarks (State quality of workmanship, opinions as to class, &c.)
The Machinery of this Vessel has been made & installed under Special Survey in accordance with the Approved Plans & the Requirements of the Rules.

The Materials & Workmanship are good & the machinery proved satisfactory under working conditions

The machinery is eligible in my opinion to have the Record + LMC 1-40 2SB (Spt) 7 1 Aux SB. F.D. CL.

The amount of Entry Fee ... £ 5 : 0 : 0
Special ... £ 79 : 15 : 0
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 19 JAN 1940
When received, 23/1/40

Committee's Minute
Assigned + Lmb. 1.40
2 SB (Spt) J.D. C.L.
1 Aux. SB

