

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 24 NOV 1928

NEWCASTLE-ON-TYNE

Date of writing Report 17-11-1928 When handed in at Local Office 21-11-1928 Port of

No. in Survey held at Jarrow  
Reg. Book on the S.S. CREOLE BUENODate, First Survey 12 July Last Survey 13 Nov 1928  
(Number of Visits 44.)

Built at Helburn By whom built Palmers & Co. Ltd. Yard No. 988 Tons Gross 3126.5  
Engines made at Jarrow By whom made Palmers & Co. Ltd. Engine No. 988 when made 1928  
Boilers made at Jarrow By whom made Palmers & Co. Ltd. Boiler No. 988 when made 1928  
Registered Horse Power Owners Sir J. Isherwood & Co. Port belonging to Newcastle  
Nom. Horse Power as per Rule 288 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted YES  
Trade for which Vessel is intended

**ENGINES, &c.**—Description of Engines **TWIN SCREW, TRIPLE EXPANSION** Revs. per minute 128  
Dia. of Cylinders (14½, 24, 39½) Length of Stroke 27 No. of Cylinders 6 No. of Cranks 6  
Crank shaft, dia. of journals as per Rule 7.56 Crank pin dia. 7½ Crank webs Mid. length breadth 10½ Thickness parallel to axis 4½  
as fitted 7½ Mid. length thickness 4½ shrunk Thickness around eye-hole 3½  
Intermediate Shafts, diameter as per Rule 7.56 as fitted 8  
Tube Shafts, diameter as per Rule 8.31 for exposed part 7.98 under cover 8  
as fitted 8.31 Is the tube shaft fitted with a continuous liner YES  
Screw Shaft, diameter as per Rule 8.31 as fitted 8.31  
Bronze Liners, thickness in way of bushes as per Rule 5.49 Thickness between bushes as per Rule 4.12  
as fitted 5.49 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  
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 NO Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft YES  
Length of Bearing in Stern Bush next to and supporting propeller 35½  
Propeller, dia. 9' 3" Pitch 9' 7½" No. of Blades 4 Material BRONZE whether Movable NO Total Developed Surface 33 sq. feet  
Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 15" Can one be overhauled while the other is at work YES  
Bilge Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 15" Can one be overhauled while the other is at work YES  
Feed Pumps No. and size 2 @ 7" x 5" x 8" Pumps connected to the Main Bilge Line No. and size 1 @ 9" x 10" x 10"  
How driven STEAM How driven STEAM  
Ballast Pumps, No. and size 1 @ 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 YES Suctions, connected to both Main Bilge Pumps and Auxiliary  
Bilge Pumps;—In Engine and Boiler Room 3 @ 2½" 1 DIRECT @ 4"  
In Holds, &c.

**Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 @ 5"** **Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 4"**  
Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes  
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 NONE How are they protected  
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 NONE Is it fitted with a watertight door worked from

**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers 4808  
Is Forced Draft fitted YES No. and Description of Boilers TWO SINGLE ENDED Working Pressure 180 LBS.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers  
(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

**SPARE GEAR.** State the articles supplied:—Two propeller shafts, 2 C.I. propellers, 2 sets piston rings for H.P., I.P. and L.P. cylinders, one packing ring for each end of piston valve, 1 piston rod and one valve spindle, 2 sets of metallic packing blocks for piston and valve spindle rods, 1 bottom end bearing, 2 bottom end bearings, 2 bottom end bolts and nuts, 1 top end bearing, 4 top end bolts and nuts, 2 eccentric straps, 1 feed pump plunger, 1 air pump rod, 1 set of air pump valves, 2 main bearing bolts and nuts, 1 set of coupling bolts, 40 condenser tubes, 80 ferrules, 1 set of feed and bilge pump valves and seats, 1 main and 1 auxiliary feed check valve, 1 safety valve spring, 18 piston studs and nuts, 8 cylinder cover studs and nuts, 15 boiler tubes, an assorted number of spare parts for auxiliary pumps, a quantity of assorted bolts and nuts, and sheet and bar steel.

The foregoing is a correct description,  
Palmers Shipbuilding & Iron Co., Ltd.W. Brown  
Manager, Engine Works

Manufacturer.



1928  
 July 12. 25. 30. 31. Aug. 3. 9. 10. 13. 14. 16. 21. 22. 27. 31. Sep. 3. 6. 13. 14. 17. 20. 24. Oct. 1. 2. 4. 5. 8. 10.  
 11. 15. 16. 17. 18. 22. 26. 31. Nov. 1. 2. 5. 6. 7. 8. 9. 12. 13.  
 Dates of Survey while building  
 During progress of work in shops - -  
 During erection on board vessel - - -  
 Total No. of visits 44.

Dates of Examination of principal parts—Cylinders 22/8/28; 27/8/28, 6/9/28, 24/9/28 Slides 1/10/28 Covers 17/9/28  
 Pistons 1/10/28 Piston Rods 1/10/28 Connecting rods 1/10/28  
 Crank shaft 1/10/28, 11/10/28, 15/10/28 Thrust shaft 11/10/28 Intermediate shafts ✓  
 Tube shaft ✓ Screw shaft 18/10/28 Propeller 26/10/28  
 Stern tube 16/10/28 Engine and boiler seatings 18/10/28 Engines holding down bolts 31/10/28  
 Completion of fitting sea connections 18/10/28  
 Completion of pumping arrangements 8/11/28 Boilers fixed 7/10/28 Engines tried under steam 31. 10. 28  
 Main boiler safety valves adjusted 7. 11. 28 Thickness of adjusting washers S.B. P.V.  $\frac{1}{4}$  S.V.  $\frac{9}{32}$  P.B. P.V.  $\frac{5}{16}$  S.V.  $\frac{11}{32}$   
 Crank shaft material STEEL Identification Mark No 988, 15/10/28, 17/10/28, 21/10/28 Thrust shaft material STEEL Identification Mark No 983, 11/10/28, 21/10/28, 24/10/28, 27/10/28, 31/10/28, S.F.  
 Intermediate shafts, material - Identification Marks - Tube shaft, material - Identification Mark -  
 Screw shaft, material STEEL Identification Marks No 104, 21/9/28, S.O. Steam Pipes, material COPPER Test pressure 360 LBS. Date of Test 3/9/28, 18/10/28, 25/10/28  
 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 carrying and burning oil fuel been complied with YES  
 Is this machinery duplicate of a previous case YES If so, state name of vessel S.S. "CREOLE JEFF"

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under Special Survey, the materials and workmanship are good. Eligible in my opinion to have records in Register Book of +L.M.C. 11. 28, CL. 06, and fitted for oil fuel 11. 28, F.P. above 150°F.

It is submitted that  
 this vessel is eligible for  
 THE RECORD. +L.M.C. 11. 28 C.L. F.D.  
 Fitted for oil fuel 11. 28 F.P. above 150°F.

*[Signature]*  
 27/11/28

The amount of Entry Fee ... £ 4 : 0 :  
 Special ... £ 68 : 4 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 19  
 When received, 30. 11. 1928

Thomas Napier  
 Engineer Surveyor to Lloyd's Register of Shipping.

TUE 18 DEC 1928

Committee's Minute FRI. 30 NOV 1928

Assigned

Thurs 11. 28 CL F.D.  
 Fitted for oil fuel 11. 28 F.P. above 150°F

LR-FAF-TB14-103