

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report

19

When handed in at Local Office

11 JUL 1950

Port of

Received at London Office

NEWCASTLE-ON-TYNE

19 AUG 1950

No. in Survey held at

Wallsend / Tyne.

Date, First Survey

Mar 20th

Last Survey

June 29th

1950

Reg. Book

36504 on the

SS. ESSO LIVERPOOL

ex. John D. Archbold.

(Number of Visits 35)

Tons

Gross

Net

Built at Newport News USA

By whom built Newport News Ship B. & D. Co.

Yard No.

When built 1921

Engines made at

By whom made

Engine No.

When made 1921

Boilers made at

By whom made

Boiler No.

When made 1921

Registered Horse Power

Owners Anglo American Oil Co. Ltd.

Port belonging to

London.

Nom. Horse Power as per Rule

MN. 858

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

Twin Screw. Steam Reciprocating. Triple Exp.

Revs. per minute

80 RPM.

Dia. of Cylinders

HP. 23" LP 39" LP 68"

Length of Stroke

45"

No. of Cylinders

6. (3x2)

No. of Cranks

6.

Crank shaft, dia. of journals

as per Rule

13"

Crank pin dia.

13"

Mid. length breadth

26"

Thickness parallel to axis

8 3/4"

Intermediate Shafts, diameter

as per Rule

12.2"

as fitted

12 1/2"

Crank webs

Mid. length thickness

8 3/4"

shrunken

Thickness around eye-hole

54 P. 6 1/2"

Thrust shaft, diameter at collars

as per Rule

12.8"

as fitted

13"

Tube Shafts, diameter

as per Rule

14.1"

as fitted

14 1/2"

Screw Shaft, diameter

as per Rule

7.25"

as fitted

7 1/2"

Bronze Liners, thickness in way of bushes

as per Rule

.75"

as fitted

.75"

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

Length of Bearing in Stern Bush next to and supporting propeller

5' 3"

Propeller, dia.

16' 6"

Pitch

15' 6"

No. of Blades

3.

Material

Bronze

Feed Pumps worked from the Main Engines, No.

1

Diameter

4 1/2"

Bilge Pumps worked from the Main Engines, No.

One

Diameter

4 1/2"

Feed Pumps

No. and size

3: 14" x 9" by 24" stroke

Pumps connected to the

Main Bilge Line

How driven

Steam

No. and size

1 Bilge 6" stroke

Ballast Pumps, No. and size

One

Diameter

8" bore 12" stroke

Are two independent means arranged for circulating water through the

Oil Cooler

Suctions, connected both to Main Bilge Pumps and Auxiliary

yes

Bilge Pumps:—In Engine and Boiler Room

3

In Pump Room

Main Pump Room 2-6" 72-2" Galleys

No. 1 hold 2-3"

No. 2 hold 2-3"

In Holds, &c.

7d Pump room 2-3"

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

1-3 1/2"

Independent Power Pump Direct Suctions to the Engine and Boiler Room Bilges,

No. and size

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

Valves

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

Below

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

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 doors

yes

MAIN BOILERS, &c.—(Letter for record)

Total Heating Surface of Boilers

3 boilers

12090 sq. ft.

Which Boilers are fitted with Forced Draft

all

Which Boilers are fitted with Superheaters

None

No. and Description of Boilers

3 Scotch boilers

Working Pressure

200 lb./sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

yes

IS A DONKEY BOILER FITTED?

No

Can the donkey boiler be used for other than domestic purposes

(noted)

so, is a report now forwarded?

yes

PLANS. Are approved plans forwarded herewith for Shafting

yes

Main Boilers

yes

(If not state date of approval)

yes

Auxiliary Boilers

yes

Superheaters

yes

General Pumping Arrangements

yes

Oil fuel Burning Piping Arrangements

yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied

yes

State the principal additional spare gear supplied

Two sets of propeller blades with fastenings

Two Complete Bottom end Bearings

Two " top end bearings

Sets of Piston rod packing

Two sets of coupling bolts

Feed & Bilge Pump Valves & seats

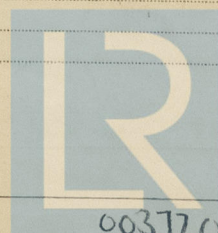
Oil fuel burning Nozzles & Atomisers

Number of boiler tube stoppers

yes

The foregoing is a correct description.

Manufacturer.



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003720-005720-0018

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam June 27th 50.
Main boiler safety valves adjusted June 26th 50 Thickness of adjusting washers
Crank shaft material Identification Mark Thrust shaft material Identification Mark
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test
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 ✓ 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 ✓ If so, state name of vessel ✓

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

The Machinery & boilers of this vessel were built under the supervision of the American Bureau of Shipping;

The scantlings & arrangements of the Machinery & boilers, have been checked with the attached noted drawings, as far as practicable, & found to conform to same.

All Machinery & boilers have been examined opened up, & found & now placed in good order.

The donkey boiler originally fitted, has been removed at this port. (Scrap.)

Instructions as per Secretary's letters have been complied with.

The Foamite fire extinguishing system (2 - 1,500 gall tanks on load deck), & large tank steam smothering arrangements,

O.F. Unit deck controls, all examined & tested & found satisfactory.

The Main & Aux. Machinery were examined under working conditions alongside the Quay & found satisfactory, & is eligible in my opinion to have be classed with the records LMC 6/50.

TS (P75) 6/50, Fitted for Oil Fuel F.P. above 150°F.

The amount of Entry Fee ... £ See Apr 29 : When applied for,
Special ... £ : : 19.
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19.

James Walker

Engineer Surveyor to Lloyd's Register of Shipping.

Date

FRI, 6 OCT 1950

Committee's Minute

See minute on
fe. rpl.



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