

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

17 MAY 1932

Date of writing Report

19

When handed in at Local Office

14/5/32 Port of

NEWCASTLE-ON-TYNE

No. in Survey held at
Reg. Book.

Newcastle

Date, First Survey 9 Nov/1931 Last Survey 6 May 1932

(Number of Visits 3)

on the

S.S. BELLE ISLE

Tons { Gross 1959.92
Net 1331.93

Built at Wallsend

By whom built Swan Hunter & Wigham Richardson Ltd.

Yard No. 1475

When built 1932

Engines made at Newcastle

By whom made "

Engine No. 1420

When made 1932

Boilers made at "

By whom made "

Boiler No. 1420

When made 1932

Registered Horse Power -

Owners Swan Hunter & Wigham Richardson Ltd Port belonging to Newcastle

Nom. Horse Power as per Rule 201

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion, inverted, direct acting, steam

Revs. per minute 117

Dia. of Cylinders 18 1/2", 29", 48"

Length of Stroke 33"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 9.46"
as fitted 9.5"

Crank pin dia. 9 1/2"

Crank webs

Mid. length breadth 14 1/8"

Thickness parallel to axis 6"

Mid. length thickness 6"

shrunken Thickness around eye-hole 4 3/16"

Intermediate Shafts, diameter as per Rule 9.001"
as fitted 9.3"

Thrust shaft, diameter at collars

as per Rule 9.46"
as fitted 9.5"Tube Shafts, diameter as per Rule
as fittedScrew Shaft, diameter as per Rule 10.5"
as fitted 10.5"

Is the { tube } shaft fitted with a continuous liner { screw } YES

Bronze Liners, thickness in way of bushes as per Rule 6.17"
as fitted 2 1/2"Thickness between bushes as per Rule 4.63"
as fitted 19"

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

Propeller, dia. 11' 9" Pitch 11' 0" No. of Blades 4 Material C. STEEL whether Malleable YES Total Developed Surface 44 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/8" Stroke 17.5" Can one be overhauled while the other is at work YES

Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/4" Stroke 17.5" Can one be overhauled while the other is at work YES

Feed Pumps { No. and size 1 @ 6" x 4 1/4" x 6" How driven STEAM Pumps connected to the Main Bilge Line { No. and size 1 @ 4" x 4" x 5" How driven STEAM

Ballast Pumps, No. and size 1 @ 7" x 8" x 8" Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps;—In Engine and Boiler Room 2 @ 2 1/2" Eng room, 2 @ 2 1/2" Boiler room, one @ 2 1/2" in tunnel, In Pump Room

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 @ 3 1/2"

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 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 YES Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 3108

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? YES

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

Is the donkey boiler intended to be used for domestic purposes only

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

Superheaters 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 1 Pair top end brasses, 1 Pair bottom end brasses, 50 condenser tubes

100 ferrules, 2 C.S. propeller blades, 1 Air pump rod, 2 safety valves springs, 15 boiler tubes.

The foregoing is a correct description,

FOR SWAN, HUNTER & WIGHAM RICHARDSON LTD

G. J. Sweeney

DIRECTOR

Manufacturer.



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Lloyd's Register Foundation

0067 31-0067 40-0092

1931
 1932
 During progress of work in shops - - -
 11. 12. 13. 14. 18. 20. 27. 28. 29. May 6.
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits 31.

Dates of Examination of principal parts—Cylinders 19/1/32, 3/2/32, 8/2/32, 11/2/32 Slides 11/2/32 Covers 11/2/32
 Pistons 11/2/32 Piston Rods 8/2/32 Connecting rods 5/2/32
 Crank shaft 13/1/32, 19/1/32, 3/2/32, 5/2/32 Thrust shaft 18/2/32 Intermediate shafts 18/2/32, 23/2/32
 Tube shaft — Screw shaft 19/1/32, 3/2/32, 23/2/32 Propeller 25/2/32, 16/3/32
 Stern tube 19/1/32 Engine and boiler seatings 1/4/32 Engines holding down bolts 11/4/32
 Completion of fitting sea connections 1/4/32 Boilers fixed 11/4/32 Engines tried under steam 27/4/32
 Completion of pumping arrangements 18/4/32 Thickness of adjusting washers P.B. $\frac{11}{32}$, F.V. $\frac{11}{32}$, S.H. $\frac{9}{32}$, S.B. $\frac{5}{16}$, F.V. $\frac{11}{32}$, S.H. $\frac{9}{32}$
 Main boiler safety valves adjusted 27/4/32 Identification Mark 1420, 5/2/32, J.N. Thrust shaft material STEEL Identification Mark 259 MAB 6/1/32
 Crank shaft material STEEL Identification Marks 259 MAB 6/1/32, 262 MAB 8/1/32 Tube shaft, material — Identification Mark —
 Intermediate shafts, material STEEL Identification Mark 262 MAB 8/1/32 Steam Pipes, material STEEL Test pressure 540 lb. Date of Test 7/3/32, 4/4/32
 Screw shaft, material STEEL Identification Mark 262 MAB 8/1/32 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 No If so, state name of vessel

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 noted in Register Book of + L.M.C. 5. 32, C.L., and fitted for oil fuel 5. 32 F.P. above 150°F.

IN DUPLICATE
 Newcastle-on-Tyne

The amount of Entry Fee ... £4 : 0 :
 Special ... £ 50 : 5 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 14 MAY 1932
 When received, 25/5/1932

Committee's Minute

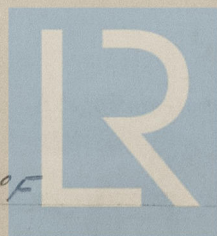
Assigned

FRI. 20 MAY 1932

+ L.M.C. 5. 32
 Fitted for oil fuel 5. 32 F.P. above 150°F
 F.D. C.L.

Thomas Napier

Engineer Surveyor to Lloyd's Register of Shipping.



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