

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 APR 1930

Date of writing Report

19

When handed in at Local Office

15-4-1930 Port of

NEWCASTLE-ON-TYNE

No. in Survey held at
Reg. Book.

Wallsend-on-Tyne

Date, First Survey

22 Nov 129

Last Survey

14-4-1930

on the

New Steel S.S. Simcolite

(Number of Visits 36.)

Built at

Middlesbrough

By whom built

Yarness, S.B. Coy Ltd.

Yard No.

171

Tons

Gross 1926

Net 1116

When built 1930

when made 1930

when made 1930

Engines made at

Wallsend

By whom made

North Eastern M.E.C. Ltd.

Engine No. 2448

Boilers made at

Wallsend

By whom made

North Eastern M.E.C. Ltd.

Boiler No. 2448

Registered Horse Power

Owners

Imperial Oil Ltd

Port belonging to

Nom. Horse Power as per Rule

158

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Carrying Petroleum in Bulk

(Great Lakes Service)

ENGINES, &c.

Description of Engines

Triple Expansion

Dia. of Cylinders

17 x 28 x 46

Length of Stroke

36

No. of Cylinders

3

Revs. per minute

88

Crank shaft, dia. of journals

as per Rule 9.25

Crank pin dia.

9.25

Crank webs

Mid. length breadth 1.4

No. of Cranks

3

Intermediate Shafts, diameter

as per Rule 8.818

as fitted

9.25

Thrust shaft, diameter at collars

as per Rule 9.25

as fitted

9.25

Thickness parallel to axis

6"

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule 9.914

as fitted

10"

Is the

tube

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

.6"

Thickness between bushes

as per Rule .45

as fitted

1.25"

Is the after end of the liner made watertight in the

propeller boss

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 shaft

No

Length of Bearing in Stern Bush next to and supporting propeller

4'-1"

Propeller, dia.

13'-2 1/2"

Pitch

12'-0"

No. of Blades

4

Material

Bronze

whether Movable

Yes

Feed Pumps worked from the Main Engines, No.

none

Diameter

Stroke

Can one be overhauled while the other is at work

Yes

Total Developed Surface

58

sq. feet

Bilge Pumps worked from the Main Engines, No.

none

Diameter

Stroke

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

9 Weirs 5' x 4' x 18"

How driven

Steam

Pumps connected to the

Main Bilge Line

No. and size

1 Bilge P 6' x 4' x 9"

How driven

Steam

1 Ballast 12' x 8' x 18"

Ballast Pumps, No. and size

1 @ 12' x 8' x 18"

Lubricating Oil Pumps, including Spare Pump, No. and size

none

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 @ 2 1/2" in E. Room

In Holds, &c.

2 @ 2 1/2" in cofferdams

Chain locker

1 @ 2" in Boiler room

pump room

1 @ 2 1/2"

No. and size

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

1 @ 2 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 lead 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

Below

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Yes

What Pipes pass through the bunkers

none

How are they protected

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

Is the Shaft Tunnel watertight

none

Is it fitted with a watertight door

Yes

worked from

Yes

MAIN BOILERS, &c. (Letter for record)

Total Heating Surface of Boilers

2718

Is Forced Draft fitted

No

No. and Description of Boilers

One single ended

Working Pressure

180 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

No

PLANS. Are approved plans forwarded herewith for Shafting

No

Main Boilers

sent with

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

and

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

1 complete set

x head brasses with bolts & nuts for one x head.

1 complete set

Crank pin brasses with bolts & nuts for one crank pin.

2 main bearing bolts & nuts.

1 set coupling bolts.

1 complete set

piston rings & springs for each piston.

1 set main feed stop & check

valve discs & seats.

1 complete steam

valve chest & valve for each size Weirs & pps.

1 complete set

valves, guards studs & springs for each pump.

Quantity of assorted bolts nuts & iron.

1 main

propeller shaft.

1 propeller boss complete.

2 spare bronze propeller blades.

1 HP & 1 SP valve

spindle.

1 complete eccentric strap.

1 set safety valves & springs.

The foregoing is a correct description.

The North Eastern Marine Engineering Co., Ltd.

Klaupshuk Ham

SECRETARY.

Manufacturer.



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Lloyd's Register
Foundation

006845-006856-0155

If not, state whether, and when, one will be sent?

Is a Report also sent on the Hull of the Ship?

NOTE.—The words which do not apply should be deleted.

1929
Nov. 22. Dec. 2. 8. 11. 12. 19. 31.
During progress of work in shops - -
21. 26. 28. 31. Apr. 1. 4. 9. 14.
1930
Jan. 3. 8. 17. 20. 24. 29. Feb. 5. 11. 12. 21. 24. 25. 26. 27. 28. Mar. 1. 8. 10. 13. 17.
During erection on board vessel - -
Total No. of visits 36.

Dates of Examination of principal parts—Cylinders 1-3-30 Slides 10-3-30 Covers 28-2-30
Pistons 10-2-30 Piston Rods 21-2-30 Connecting rods 21-2-30
Crank shaft 29-1-30 Thrust shaft 31-12-29. Intermediate shafts none.
Tube shaft ✓ Screw shaft 13-3-30 Propeller 25-2-30
Stern tube 28-2-30 Engine and boiler seatings whs. 19-3-30 Engines holding down bolts 1-3-30
Completion of fitting sea connections whs 19-3-30
Completion of pumping arrangements 9-4-30 Boilers fixed 28-3-30 Engines tried under steam 9-4-30
Main boiler safety valves adjusted 9-4-30 Thickness of adjusting washers 9. & 11. 9/16"
Crank shaft material O.H. Steel Identification Mark 24/48 W.B. Thrust shaft material O.H. Steel Identification Mark 24/83 W.B.
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material O.H. Steel Identification Mark 24/48 W.B. Steam Pipes, material S.P. Steel Test pressure 540 lbs Date of Test 31-3-30
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. Acadialite.

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

The Machinery of this vessel has been built under Special Survey. Materials & Workmanship good. Hydraulic etc satisfactory. The whole of the machinery has been efficiently installed & fixed in the vessel & tried under steam & is in good & safe working condition and eligible in my opinion to be classed & have perm. \times L.M.C. 4-30. Oil shaft. C.L. Fitted for oil fuel 4-30 FP above 150°F. in the Register Book.

It is submitted that this vessel is eligible for THE RECORD.

+ L.M.C. 4-30. C.L.

Fitted for oil fuel 4-30 FP above 150°F.

W. 24/4/30.

The amount of Entry Fee ... £ 3 : 0 0 :
Special ... £ 39 : 10 - 0 :
Donkey Boiler Fee ... £ ✓ :
Travelling Expenses (if any) £ ✓ :

When applied for.
16 APR 1930

When received.
30/4/30

William Butler.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 25 APR 1930

Assigned

+ L.M.C. 4-30 C.L.
Fitted for oil fuel 4-30 FP above 150°F.

CERTIFICATE WRITTEN



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