

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 17 APR 1930

Date of writing Report 19 When handed in at Local Office 15-4-30 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Wallsend-on-Tyne Date, First Survey 22 Nov 29 Last Survey 14-4-1930  
 Reg. Book. on the New Steel S.S. Simcolite (Number of Visits 36.)

Built at Middlesbrough By whom built Furness, S.B. Coy. Ltd. Yard No. 171 Tons Gross 1926 Net 1116  
 Engines made at Wallsend By whom made North Eastern M.E. Co. Ltd. Engine No. 2448 When built 1930  
 Boilers made at Wallsend By whom made North Eastern M.E. Co. Ltd. Boiler No. 2448 when made 1930

Registered Horse Power Owners Imperial Oil Co. 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 Revs. per minute 88

Dia. of Cylinders 17 x 28 x 46 Length of Stroke 36 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 9.95 as fitted 9.2 Crank pin dia. 9.8 Crank webs Mid. length breadth 1.4 Mid. length thickness 6" shrunk Thickness parallel to axis 6" Thickness around eye-hole 4.34 pin 5.8 journal

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule 9.95 as fitted 9.2

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 10" as fitted 10" Is the tube screw shaft fitted with a continuous liner? Yes

Bronze Liners, thickness in way of bushes as per Rule 1.6 as fitted 5/8" Thickness between bushes as per Rule 1.5 as fitted 1.32 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 shaft? No

Propeller, dia. 13-2 1/2 Pitch 12-0" No. of Blades 4 Material Bronze whether Movable Yes Total Developed Surface 58 sq. feet

Feed Pumps worked from the Main Engines, No. none Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work? Yes

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 5x4x18" Pumps connected to the Main Bilge Line { No. and size 1 Bilge P. 6x4x9" 1 Ballast 12x8x18" How driven Steam How driven Steam

Ballast Pumps, No. and size 1 @ 12x8x18" 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 1 @ 2" in Boiler room. In Holds, &c. 2 @ 2 1/2" in cofferdams. Chain locker 1-2 1/2"; pump room 1 @ 2 1/2" Yard hold 1 @ 2 1/2"

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 laid 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 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 X(T)) 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 If so, is a report now forwarded? ✓

**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 sent with available.

**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 pumps + springs for each piston, 1 set main feed stop + check valve discs + seats, 1 complete steam valve chest + valve for each size Weirs pipe, 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.  
 Kenneth Ham  
 SECRETARY, Manufacturer.



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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

1929 Dec. 22. 23. 11. 12. 19. 31. 1930 Jan. 3. 8. 17. 20. 24. 29. Feb. 5. 11. 12. 21. 24. 25. 26. 27. 28. Mar. 1. 8. 10. 13. 17.

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

21. 26. 28. 31. Apr. 1. 4. 9. 14.

36.

Dates of Examination of principal parts—Cylinders 1-3-30 Slides 10-3-30 Covers 28-7-30  
 Pistons 10-2-30 Piston Rods 21-7-30 Connecting rods 21-7-30  
 Crank shaft 29-1-30 Thrust shaft 31-12-29. Intermediate shafts none.  
 Tube shaft ✓ Screw shaft 13-3-30 Propeller 25-7-30  
 Stern tube 28-7-30 Engine and boiler seatings Mch. 19-3-30 Engines holding down bolts 1-3-30  
 Completion of fitting sea connections Mch 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 2448 W.B. Thrust shaft material O.H. Steel Identification Mark 2483 W.B.  
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material O.H. Steel Identification Mark 2448 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. ✕ L.M.C. 4-30. Oil shaft. C.L. Fitted for oil fuel 4-30 FP above 150°F. in the Register Books.

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.A. 24/4/30.

Newcastle-on-Tyne

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 WRITERS

