

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report 10 Jan. 1930 When handed in at Local Office Schiedam Port of Rotterdam
 No. in Survey held at Schiedam Date, First Survey 24 April Last Survey 4 Jan. 1930
 Reg. Book. S.S. Socombel (Number of Visits 30) Tons { Gross 1654.28
 on the S.S. Socombel Net 916.77
 Built at Schiedam By whom built Schepsvaart by Nieuwe Waterweg Yard No. 165 When built 1929
 Engines made at Schiedam By whom made S Engine No. 106 when made 1929
 Boilers made at Rotterdam By whom made Rotterdamsche Droogdok Maats. No. 491/490 when made 1929
 Registered Horse Power 1000 Owners A. D. Socombel Transports Port belonging to Piraeus
 Nom. Horse Power as per Rule 234 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended General Trade

ENGINES, &c. Description of Engines Vertical triple expansion engine Revs. per minute 88
 Dia. of Cylinders 430-411-1194 mm Length of Stroke 914 mm No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule Crank pin dia. 245 mm Crank webs Mid. length breadth 450 mm Thickness parallel to axis 209.5 mm
 as fitted 245 mm Mid. length thickness 105 mm Thickness around eye-hole 102.5 mm

Intermediate Shafts, diameter as per Rule as per Rule Thrust shaft, diameter at collars as per Rule as per Rule
 as fitted 230 mm as fitted 245 mm

Tube Shafts, diameter as per Rule as per Rule Screw Shaft, diameter as per Rule as per Rule
 as fitted as fitted as fitted 260 mm Is the tube shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule as per Rule Thickness between bushes as per Rule as per Rule
 as fitted 19 mm as fitted 19 mm 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 One length

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 fit tightly
 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 Yes Length of Bearing in Stern Bush next to and supporting propeller 1035 mm

Propeller, dia. 12' 6" Pitch 10' 6" No. of Blades 4 Material bronze whether Moveable No Total Developed Surface 54 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 80 mm Stroke 300 mm Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 80 mm Stroke 300 mm Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size two 8" x 8 1/2" x 8" Pumps connected to the { No. and size One; 8" x 8 1/2" x 8"
 How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size One 8" x 8 1/2" x 8" Lubricating Oil Pumps, including Spare Pump, No. and size as per Rule

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 2 a 80 mm, 4 a 64 mm
 In Holds, &c. main pump room 2 a 46 mm, fore pump room 1 a 46 mm

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 a 80 mm Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size as per Rule 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 & Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stowhold 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 as per Rule How are they protected as per Rule

What pipes pass through the deep tanks as per Rule 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 door Yes worked from as per Rule

MAIN BOILERS, &c. - (Letter for record S) Total Heating Surface of Boilers 3845 sq. ft. = 300 sq. m.
 Is Forced Draft fitted Yes No. and Description of Boilers 2 Marine boilers Working Pressure 100 lb = 13.65 kg.

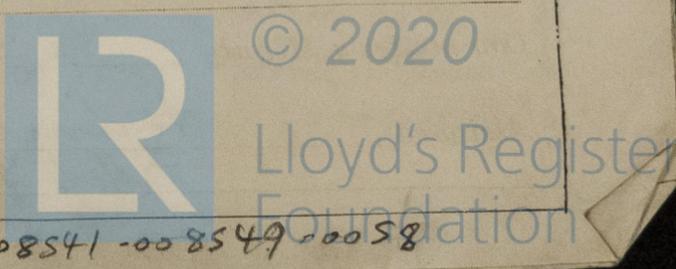
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting 30/4/29 Main Boilers 13/4/29 Auxiliary Boilers as per Rule Donkey Boilers as per Rule
 (If not state date of approval) Superheaters as per Rule General Pumping Arrangements 16/4/29 - 29/11/29 Oil fuel Burning Piping Arrangements 2/11/29

SPARE GEAR. State the articles supplied:-
 One cast iron propeller. One screwshaft with cont. liner.
 2 connecting rod or piston rod top-end bolts and nuts.
 2 connecting rod bottom-end bolts and nuts.
 2 main bearing bolts and nuts.
 6 coupling bolts, 2 feed pump valves, 2 bilge pump valves
 50 assorted bolts and nuts.
 8 gauge glasses.
 6 plain tubes.
 2 Stay tubes.

The foregoing is a correct description,

10/1/30 A. Knappe Manufacturer.



008541-008549-0058

1929. April 24 June 13-20 July 11-22-25-30
 During progress of work in shops -- Aug 1-15-16-26 Sept: 10 Oct 3-5-17-30
 During erection on board vessel --- Nov: 1-5-12-14-23-26-27-29-30 Dec: 3-5-10
 -13-16-18-19-20-23-24-30 Jan: 2-3-4
 Total No. of visits

Dates of Examination of principal parts—Cylinders 13/6-14-21-21-5/10 Slides 13/6-18/6-21/4-3/10 Covers 13/6-18/6-21/4-3/10
 Pistons 13/6-18-3/10 Piston Rods 13/6-25/4-18-26/8 Connecting rods 13/6-25/4-26/8
 Crank shaft 20/6-30/4-15/8-10/4 Thrust shaft 17/10 Intermediate shafts 15/8-16/8
 Tube shaft --- Screw shaft 26/11 Propeller 26/11
 Stern tube 30/10-1/11 Engine and boiler seatings 26/11 Engines holding down bolts 5/12-13/12

Completion of fitting sea connections 26 November 29.
 Completion of pumping arrangements 3/1/30 Boilers fixed 30 November Engines tried under steam 4 January 30

Main boiler safety valves adjusted 3/1/30 Thickness of adjusting washers Port A 13 7/8 Starboard A 12 7/8
 Crank shaft material S.M. Steel. Identification Mark LLOYD'S NO 156-157-158 Thrust shaft material S.M. Steel. Identification Mark LLOYD'S NO 3406
 Intermediate shafts, material S.M. Steel. Identification Marks LLOYD'S NO 3348 Tube shaft, material --- Identification Mark ---
 Screw shaft, material S.M. Steel. Identification Mark LLOYD'S NO 3341 Steam Pipes, material Steel Test pressure 600 M. Date of Test 19/12/29

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 ---
 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 vessel's machinery has been made in accordance with the Society's rules approved plans and Secretary's letter. Material tested as required and workmanship good. The whole was found in a good working condition during the trial trip. I am of opinion that this vessel is eligible to be recorded in the Society's register book with Lloyd's + L.M.C. 1-30 C.L. 1-30

Certificate to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 40.00
 Special ... £ 39.00
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ 36.00
 When applied for, 17.1.1930
 When received, 31.1.30

Mr. Hunt
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 28 JAN 1930

Assigned + L.M.C. 1.30 32, C.L.
 Fitted for oil fuel 1.30 3.P. above 150°F

CERTIFICATE WRITTEN.

