

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 10 Jan. 1930 When handed in at Local Office

Port of Rotterdam

No. in Survey held at

Schiedam

Date, First Survey 24 April

Last Survey 4 Jan. 1930

Reg. Book.

on the

S. S. Socombel

(Number of Visits 30)

Tons

Gross 1654.28

Net 916.77

When built

1919

Built at Schiedam

By whom built

Schepsbouwerij Nieuwe Waterweg Yard No. 165

Engines made at

Schiedam

By whom made

S

Engine No. 106

when made

1919

Boilers made at

Rotterdam

By whom made

Rotterdamsche Droogdok Maatschappij

Boiler No. 491/490

when made

1919

Registered Horse Power

1000

Owners S. S. 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

430-711-1194 mm

Length of Stroke

914 mm

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 245 mm

Crank pin dia.

145 mm

Crank webs

Mid. length breadth

450 mm

shrunk

Thickness parallel to axis

209.5 mm

Intermediate Shafts, diameter

as per Rule

as fitted 230 mm

Thrust shaft, diameter at collars

as per Rule

as fitted 245 mm

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted 260 mm

Is the

tube

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted 19 mm

Thickness between bushes

as per Rule

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 Movable

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

Main Bilge Line

No. and size

One; 8" x 8 1/2" x 8"

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

2

Suctions, connected to both Main Bilge Pumps and Auxiliary

Oil Cooler

Yes

Are two independent means arranged for circulating water through the

Oil Cooler

Yes

Bilge Pumps; In Engine and Boiler Room

2

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

In Holds, &c.

Main pump room

2

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

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

1

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

No. and size

1

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

8" x 8 1/2" x 8"

4

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 fixed sufficiently high on the ship's side to be seen without lifting the stowhold plates

Yes

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

Yes

What Pipes pass through the bunkers

Yes

What pipes pass through the deep tanks

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

MAIN BOILERS, &c. (Letter for record 15)

Total Heating Surface of Boilers

3075 sq. ft.

Working Pressure

100 lb.

13.65 kg.

Is Forced Draft fitted

Yes

No. and Description of Boilers

2

Marine Boilers

23B

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

No

PLANS. Are approved plans forwarded herewith for Shafting

30/4/29

Main Boilers

13/4/29

Auxiliary Boilers

Donkey Boilers

21/11/29

Superheaters

General Pumping Arrangements

16/4/29

29/11/29

Oil fuel Burning Piping Arrangements

21/11/29

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,

Manufacturer.

008541-008549-00858

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Lloyd's Register
Foundation

1919. April 24. June 13-20. July 11-22-25-30
 Aug 1-15-16-26. Sept. 10 Oct 3-5-17-30
 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

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 $13/6-14-21-21/10-5/10$ Slides $13/6-18/6-22/4-3/10$ Covers $13/6-18/6-22/4-3/10$
 Pistons $13/6-1/8-3/10$ Piston Rods $13/6-25/7-1/8-26/8$ Connecting rods $13/6-25/7-26/8$
 Crank shaft $20/6-30/4-15/8-10/9$ Thrust shaft $17/10$ Intermediate shafts $15/8-16/8$
 Tube shaft $30/10-1/11$ 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 31/30 Boilers fixed 30 November Engines tried under steam 4 January 30

Main boiler safety valves adjusted 31/30 Thickness of adjusting washers Port A $13/16$ Harboard A $11/16$

Crank shaft material *Steel* Identification Mark *LLOYD'S NO 156-157-158* Thrust shaft material *Steel* Identification Mark *LLOYD'S NO 3406*

Intermediate shafts, material *Steel* Identification Marks *LLOYD'S NO 3348* Tube shaft, material *Steel* Identification Mark *LLOYD'S V.S. 18-7*

Screw shaft, material *Steel* Identification Mark *LLOYD'S NO 3341* Steam Pipes, material *Steel* Test pressure *600 lb* 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 *Yes* If so, have the requirements of the Rules been complied with *Yes*

Is this machinery duplicate of a previous case *No* If so, state name of vessel *No*

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 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,

31.1.1930

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

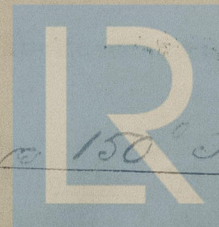
Committee's Minute

TUE. 28 JAN 1930

Assigned

+ L.M.C. 1.30 32, C.L.
 Fitted for oil fuel 1.30 32 P. L.M.C.

CERTIFICATE WRITTEN



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