

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report

When handed in at Local Office

5/4/10 30 Port of

NEWCASTLE-ON-TYNE

No. in Survey held at

Wallsend-on-Syne

Date, First Survey

11 Nov 129

Last Survey

April 3rd 1930

Reg. Book

on the New Steel S.S. Acadialite

Built at

Middlesbrough

By whom built

Turness &amp; Co. Ltd

Yard No.

170

Tons

Net

When built

1930

Engines made at

Wallsend

By whom made

North Eastern Marine &amp; Cold

Engine No.

2441

when made

1930

Boilers made at

Wallsend

By whom made

North Eastern Marine &amp; Cold

Boiler No.

2441

when made

1930

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

Great Lakes Carrying Petroleum in Bulk.

## ENGINES, &amp;c.

Description of Engines

Triple Expansion

Revs. per minute

82

Dia. of Cylinders

14" x 28" x 14"

Length of Stroke

36"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule

9.25"

Crank pin dia.

9.25"

Crank webs

Mid. length breadth

1.4"

shrink

Thickness parallel to axis

6"

Intermediate Shafts, diameter

as per Rule

8.812"

as fitted

8.812"

Thrust shaft, diameter at collars

as per Rule

9.25"

as fitted

9.25"

Tube Shafts, diameter

as per Rule

10"

as fitted

Screw Shaft, diameter

as per Rule

10"

as fitted

Is the

tube

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

5/8"

as fitted

Thickness between bushes

as per Rule

4 1/2"

as fitted

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

Yes

Length of Bearing in Stern Bush next to and supporting propeller

4'-1"

Total Developed Surface

58

sq. feet

Propeller, dia.

13'-2 1/2"

Pitch

12'-0"

No. of Blades

4

Material

Bronze

whether Movable

Yes

Can one be overhauled while the other is at work

Yes

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

How driven

Steam

Pumps connected to the

Main Bilge Line

No. and size

How driven

Steam

Bilge Pumps

No. and size

How driven

Steam

Bilge Pumps

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 Holds, &amp;c.

2 @ 2 1/2"

Cofferdams

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 @ 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 nut-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 they each fitted with a Discharge Valve always accessible on the plating of the vessel

Yes

Are the Overboard Discharges above or below the deep water line

Below

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes

How are they protected

Yes

What Pipes pass through the bunkers

None

What pipes pass through the deep tanks

None

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

None

Is it fitted with a watertight door

Yes

worked from

Yes

MAIN BOILERS, &amp;c. (Letter for record)

Total Heating Surface of Boilers

2418

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?

Yes

PLANS. Are approved plans forwarded herewith for Shafting

No

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR. State the articles supplied:—

1 set crosshead braces complete with bolts &amp; nuts for one crosshead

1 complete set crank pin braces with bolts &amp; nuts for one crank pin, 2 main bearing bolts &amp; nuts

1 set coupling bolts, 1 set complete piston pins &amp; springs for each piston, 1 set main feed stop &amp;

check valve discs &amp; seats, 1 set complete valve chest &amp; valve for each size cargo pump, 1 complete

set valves &amp; stop springs for each pump, Quantity of assorted bolts &amp; nuts &amp; iron

1 main propeller shaft, 1 propeller box complete, 2 bronze propeller blades, 1 HP &amp; 1 LP

valve spindle, 1 complete eccentric strap, 1 set safety valves &amp; springs.

The foregoing is a correct description.

The North Eastern Marine Engineering Co., Ltd.

W. Campbell

Secretary.

Manufacturer.

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Lloyd's Register

Foundation

010440-010450-0221



1929 Nov. 11. 13. 22. Dec. 3. 12. 19. 31. 1930 Jan. 3. 8. 19. 26. 29. Feb. 5. 12. 13. 19. 20. 21. 25. 28. Mar. 13.  
 18. 19. 20. 26. 31. Apr. 3.  
 During progress of work in shops - -  
 During erection on board vessel - - -  
 Total No. of visits 28

Dates of Examination of principal parts—Cylinders 12-2-30 Slides 8-1-30 Covers 28-2-30  
 Pistons 8-1-30 Piston Rods 12-2-30 Connecting rods - 12-2-30  
 Crank shaft 29-1-30 Thrust shaft 31-12-29 Intermediate shafts ✓  
 Tail shaft 13-2-30 Screw shaft 13-2-30 Propeller 21-2-30  
 Stern tube 5-2-30 Engine and boiler seatings 26-2-30 Engines holding down bolts 18-3-30  
 Completion of fitting sea connections 16-2-30  
 Completion of pumping arrangements 26-3-30 Boilers fixed 20-3-30 Engines tried under steam 26-3-30  
 Main boiler safety valves adjusted 26-3-30 Thickness of adjusting washers  $P \frac{14}{37} S \frac{14}{37}$   
 Crank shaft material O.H. Steel Identification Mark 2741 WBS Thrust shaft material O.H. Steel Identification Mark 2844 WBS  
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material O.H. Steel Identification Mark 2800 WBS Steam Pipes, material S.D. Steel Test pressure 540 lbs Date of Test 19-3-30  
 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 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, materials & workmanship good. Hydraulic tests satisfactory. The whole of the machinery has been efficiently installed & fixed in the vessel, tried under steam and is in good & safe working condition and eligible in my opinion to be classed & have records. **LMC 4-30**  
 Tail Shaft C.L. Fitted for oil fuel 4-30 F.P. above 150°F. in the Register Book.  
 These return plans for 2741 WBS

It is submitted that  
 this vessel is eligible for  
**THE RECORD** **LMC 4-30 CL**  
 Fitted for oil fuel 4-30 F.P. above 150°F.  
 W.H. 15/4/30  
 J.L.

The amount of Entry Fee ... £ 3 : 0 : 0  
 Special ... £ 39 : 10 : ✓  
 Donkey Boiler Fee ... £ : ✓ :  
 Travelling Expenses (if any) £ : ✓ :  
 When applied for, 7 APR 1930  
 When received, 11-4-30

William Butler  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 23 APR 1930  
 Assigned

+ LMC 4-30 CL  
 Fitted for oil fuel 4-30 F.P. above 150°F.  
 CERTIFICATE WRITTEN.

IN DUPLICATE  
 Newcastle-on-Tyne