

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 9 MAY 1927

Date of writing Report 19 When handed in at Local Office 6/5/1027 Port of NEWCASTLE-ON-TYNE.
 No. in Survey held at Wallsend on Tyne Date, First Survey 27 Jan Last Survey 5 May 1927
 Reg. Book. on the New Steel S. S. Windsolite (Number of Visits 33)
 Built at Haverthill on Tyne By whom built Burness Shipbuilding Coy Ltd Yard No. 115 Tons 1924
 Engines made at Wallsend on Tyne By whom made North Eastern Marine & Cold Engine No. 2637 when made 1924
 Boilers made at ditto By whom made ditto Boiler No. 2637 when made 1924
 Registered Horse Power 158 Owners Imperial Oil Coy. Port belonging to Windsor Ontario
 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, &c. - Description of Engines Triple Expansion
 Dia. of Cylinders 14" x 28" x 46" Length of Stroke 36" No. of Cylinders 3 Revs. per minute 60
 Crank shaft, dia. of journals as per Rule 9.246 Crank pin dia. 9 1/2" No. of Cranks 3
 Intermediate Shafts, diameter as per Rule 8.8 Thrust shaft, diameter at collars as per Rule 9.246
 Tube Shafts, diameter as fitted none Screw Shaft, diameter as per Rule 9.9" Is the tube shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule 5/8" Thickness between bushes as per Rule 1/32" Is the after end of the liner made watertight in the propeller boss yes
 Propeller, dia. 13 1/2" Pitch 12'-0" No. of Blades 4 Material Bronze whether Moveable 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 Two Weirs 5' x 4' x 12" Pumps connected to the Main Bilge Line No. and size Two 6' x 4' x 6" How driven Steam
 Ballast Pumps, No. and size 2 @ 12' x 8' x 10" Lubricating Oil Pumps, including Spare Pump, No. and size none
 Are two independent means arranged for circulating water through the Oil Cooler none Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps; - In Engine and Boiler Room 1 @ 3 1/2" in Engine room, 2 @ 3 1/2" in stokehold, 1-2" bilge room well
 In Holds, &c. Carrying petroleum in bulk, 1-2 1/2" in lower dam, Forward cargo hold 1-2"
1-2 1/2" cargo pump room See Rev. Ltr. 19/5/27.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 3 1/2" 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 mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes, tail
 Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks both Pipes straight where possible below
 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 are carried through the bunkers O.F. Cofferdam Suctions How are they protected yes
 What pipes pass through the deep tanks 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 yes Is the Shaft Tunnel watertight none Is it fitted with a watertight door worked from

MAIN BOILERS, &c. - (Letter for record P) 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 yes
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied: - 1 Sail shaft, 1 Propeller box Complete with 2 bronze blades, 1 set head & crank pin brasses, 2 main bearing bolts nuts, 1 set top & bottom end bolts, 1 set coupling bolts, 1 set piston pin for each piston, 1 HP valve spindle, 1 LP valve spindle, 1 ice trap, 1 set feedwater pump valves, 1 steam chest & valve for Weirs feed pp, 1 set main feed check valve & seats, 1 set escape valve springs, 1 set safety valves & springs, 4 steel fuel oil heater coils 3 suction & discharge O.F. strainers baskets, 2 burners complete 24 tips & 24 small strainers. Quantity of bolts nuts & iron.

The foregoing is a correct description,

THE NORTH EASTERN MARINE ENGINEERING CO. L.

Manufacturer.



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IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

1927
 During progress of work in shops -- { Jan 27-31. Feb. 2-3. 7-17. 24-28. Mar. 4-7. 8-11. 14-18. 21-22. 24-25. 28-29. 30-31. April 4-8. 9
 13-21. 22-25-30. May 2-4-5.
 Dates of Survey while building { During erection on board vessel --- }
 Total No. of visits 33.

Dates of Examination of principal parts—Cylinders 22-3-27 Slides 9-3-27 Covers 22-3-27
 Pistons 14-3-27 Piston Rods 9-3-27 Connecting rods 9-3-27
 Crank shaft 14-3-27 Thrust shaft 24-2-27 Intermediate shafts none
 Tube shaft none Screw shaft 18-3-27 Propeller 11-3-27
 Stern tube 24-3-27 Engine and boiler seatings 29-3-27 nro. Engines holding down bolts 25-4-27
 Completion of pumping arrangements 14-5-27 Boilers fixed 22-4-27 Engines tried under steam 2-5-27
 Main boiler safety valves adjusted 2-5-27 Thickness of adjusting washers P.V. 5/8" S.Y. 7/16"
 Crank shaft material OH Steel Identification Mark 4631 W.B. Thrust shaft material OH Steel Identification Mark 4631 W.B.
 Intermediate shafts, material none Identification Marks ✓ Tube shaft, material none Identification Mark ✓
 Screw shaft, material OH Steel Identification Mark 4631 W.B. Steam Pipes, material SD Steel Test pressure 540 lbs Date of Test 13-4-27
 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. It is efficiently installed & fixed in the Vessel and was tried under steam and is in good & safe working condition and eligible in my opinion to be classed and have records. ✱ L.M.C. 5-27. T.S.C.L.
 "Fitted for oil fuel F.P. above 150°F" - 5-27.

The copperdam is filled with fuel oil for bunkers for the voyage to the Great Lakes. In order to pump the oil a cross connection is provided to the fuel oil pumps and the bilge suction blanked off. Suitable blank flanges & spectacle pieces are fitted to facilitate the change over at the same port.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 5. 27. C.L.
 Fitted for oil fuel 5. 27. F.P. above 150°F.

W.D.
 11/5/27
 W.D. Miller
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 3 : 0 0 :
 Special ... £ 39 : 10 0 :
 Donkey Boiler Fee ... £ ✓ :
 Travelling Expenses (if any) £ ✓ :
 When applied for, 27 MAY 1927
 When received, 12/5/27

Committee's Minute

TUES. 17 MAY 1927

Assigned

+ L.M.C. 5:27 C.L.
 Fitted for Oil Fuel 5:27 F.P. above 150°F



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