

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 18 December 1947 When handed in at Local Office 17 December 1947 Port of Grimsey Received at London Office 22 DEC 1947

No. in Survey held at Immingham Date, First Survey 15 August Last Survey 6 December 1947
 Reg. Book. SUPP. Number of Visits 8

37909 on the Steel Screw "SKIPSEA" (EX SAMCONSTANT) Gross Tons 7210
 Net Tons 4447

Built at Baltimore By whom built Bethlehem Fairfield Shipyard Inc Yard No. ✓ When built 1944

Engines made at Hamilton, Ont. By whom made General Machinery Corp. Engine No. ✓ when made 1944

Boilers made at ✓ By whom made Babcock and Wilcox Ltd Boiler No. ✓ when made 1944

Registered Horse Power ✓ Owners Sea S. S. Co Ltd Port belonging to Hull

Non Horse Power as per Rule 668 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended General cargo carrier.

ENGINES, &c.—Description of Engines Vertical steam reciprocating Revs. per minute ✓

Dia. of Cylinders 24 1/2", 37", 70" Length of Stroke 48" No. of Cylinders three No. of Cranks three

Crank shaft, dia. of journals as per Rule 14" as fitted 14 1/4" Crank pin dia. 14 1/4" Crank webs Mid. length breadth ✓ Mid. length thickness ✓ Thickness parallel to axis 9" Thickness around eye-hole 7 5/8"

Intermediate Shafts, diameter as per Rule 13.33" as fitted 13.5" Thrust shaft, diameter at collars as per Rule 14" as fitted 14 1/4"

Tube Shafts, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule ✓ as fitted ✓ Is the { tube / screw } shaft fitted with a continuous liner { ✓ / ✓ }

Bronze Liners, thickness in way of bushes as per Rule ✓ as fitted ✓ Thickness between bushes as per Rule ✓ as fitted ✓ Is the after end of the liner made watertight in the propeller boss ✓ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓

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 ✓

If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft ✓ Length of Bearing in Stern Bush next to and supporting propeller ✓

Propeller, dia. ✓ Pitch ✓ No. of Blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ sq. feet

Feed Pumps worked from the Main Engines, No. Two Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓

Bilge Pumps worked from the Main Engines, No. Two Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work yes

Feed Pumps { No. and size Two How driven Steam Pumps connected to the Main Bilge Line { No. and size Two - 10" x 11" x 12" (duplex) How driven Steam }

Ballast Pumps, No. and size One - 10" x 11" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size ✓

Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room Two @ 5", three @ 3", one @ 2 1/2"

In Holds, &c. No 1 No 2 No 3 No 4 No 5
Two @ 3" Two @ 3" Two @ 3" Two @ 3" Two @ 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One - 10" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ✓ 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 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 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 ✓

What Pipes pass through the bunkers ✓ 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 yes Is it fitted with a watertight door yes worked from upper deck

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 10,232 sq. ft.

Is Forced Draft fitted yes No. and Description of Boilers 2 - Water tube (B & W) Working Pressure 250 lbs/sq. in.

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 ✓ Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓

(If not state date of approval)

Superheaters ✓ General Pumping Arrangements ✓ Oil fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied:— To be checked.

(See overleaf)

The foregoing is a correct description,

Manufacturer.



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

Dates of Examination of principal parts—Cylinders *18/11/47* Slides *18/11/47* Covers *18/11/47*
 Pistons *18/11/47* Piston Rods *18/11/47* Connecting rods *18/11/47*
 Crank shaft *18/11/47* Thrust shaft *18/11/47* Intermediate shafts *18/11/47*
 Tube shaft ✓ Screw shaft ✓ Propeller ✓
 Stern tube ✓ Engine and boiler seatings *18/11/47* Engines holding down bolts *18/11/47*
 Completion of fitting sea connections ✓
 Completion of pumping arrangements ✓ Boilers fixed Engines tried under steam
 Main boiler safety valves adjusted *6/12/47* Thickness of adjusting washers *Lock nuts fitted*
 Crank shaft material Identification Mark Thrust shaft material Identification Mark
 Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
 Screw shaft, material Identification Mark Steam Pipes, material *Steel* Test pressure ✓ Date of Test ✓
 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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

The workmanship of this machinery is good. It is efficiently installed on board and is, in my opinion, eligible for the notation of L.M.C 12.47 without the distinguishing + and "Fitted for oil fuel 12.47 F.P. above 150°F" in the Register Book when the survey has been completed. To complete the survey the propeller, screw shaft, sea connections, outside fastenings and spare gear for the machinery and boilers require to be examined in accordance with Rule requirements.

The amount of Entry Fee ... £ *64 : 0* :
 Special ... £ : :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :

When applied for, *19-12-1947*
 When received,

G. B. Durr
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 23 JAN 1948**
 Assigned *See minute on p. r.p.*



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