

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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Reg. Book. 546 (Number of Visits 41)

89301 on the S.S. "NOVELIST"

Built at Glasgow By whom built Harland & Wolff Yard No. 1033 G When built 1940

Engines made at Greenock By whom made John G. Kincaid & Co Engine No. 703 When made 1940

Boilers made at do By whom made do Boiler No. 703 When made 1940

Registered Horse Power Owners The Charente Steamship Co Ltd Port belonging to

Nom. Horse Power as per Rule 524 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended Ocean going

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 65

Dia. of Cylinders 27" - 44 1/2" - 77" Length of Stroke 54" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 15.288 as fitted 15 3/8" Crank pin dia. 15 5/8" Mid. length breadth 23" Thickness parallel to axis 9 7/8" shrunk

Intermediate Shafts, diameter as per Rule 14.56" as fitted 14 5/8" Thrust shaft, diameter at collars as per Rule 15.288" as fitted 15 3/8"

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 16.102" as fitted 16.125" Is the tube shaft fitted with a continuous liner?

Bronze Liners, thickness in way of bushes as per Rule .792 as fitted .875" Thickness between bushes as per Rule .594 as fitted .5125" 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

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

Propeller, dia. 18-6" Pitch 18-6" No. of Blades 4. Material Br. blades whether Moveable Yes Length of Bearing in Stern Bush next to and supporting propeller 6-2"

Feed Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 3/4" Stroke 24" Can one be overhauled while the other is at work

Feed Pumps No. and size 2 - 10 1/2 x 8 x 24" How driven Steam Pumps connected to the Main Bilge Line No. and size 2 - 4 1/4 x 24" How driven Main engine

Ballast Pumps, No. and size 1 - 200 tons/hr 9 1/2 - 250 tons/hr Lubricating Oil Pumps, including Spare Pump, No. and size 1 - 200 tons/hr 9 1/2 - 250 tons/hr

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 2-3" in ER. 2-3" in BR 1-3" tunnel well In Holds, &c. 2-3 1/2" each in Nos. 1, 2, 3, 5 holds. 2-3 1/2" deep tank. 1-3" H'6 hold.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-9 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1-5" 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 Yes

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 Main below others 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 None 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 2 Main = 8208 sq. ft. Donkey 1239 sq. ft.

Which Boilers are fitted with Forced Draft None Which Boilers are fitted with Superheaters Main boilers

No. and Description of Boilers Two DE cylindrical Working Pressure Main 210 lb./sq. in. Donkey 120 lb./sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes

Can the donkey boiler be used for domestic purposes only No

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes

Superheaters Duplicate of D. Pumps Co. 1052 General Pumping Arrangements 9-6-39 Oil fuel Burning Piping Arrangements

MANCHESTER CEG No. C436/7 attached hereto SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied

The foregoing is a correct description.

JOHN G. KINCAID & COY. LIMITED

Manufacturer.



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