

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

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Date of writing Report 15th AUGUST 1940. When handed in at Local Office 16th AUGUST 1940. Port of GREENOCK

No. in Survey held at GREENOCK Date, First Survey 14th JULY 1939. Last Survey 8-8-40. 19
Reg. Book. 546 (Number of Visits 4 1/2)

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
Crank webs Mid. length thickness 9 7/8" Thickness around eye-hole 7 1/6"

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

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? 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? No

Propeller, dia. 18-6" Pitch 18-6" No. of Blades 4 Material 8v. 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? Yes

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? Yes
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 pump 200 l/imp/hrs. G.S. 10 1/2 x 8 x 24"

Ballast Pumps, No. and size 1 - 200 l/imp/hrs 9 1 - 250 l/imp/hrs Centrifugal Lubricating Oil Pumps, including Spare Pump, No. and size
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 2-3" in ER. 2-3" in BR 1-3" tunnel well

In Pump Room 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? 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? 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
(If not state date of approval)

Superheaters Duplicate of D. Pumps Co. 1052 General Pumping Arrangements 9-6-39 Oil fuel Burning Piping Arrangements
MANCHESTER CER N° C43617 attached hereto SPARE GEAR.

Has the spare gear required by the Rules been supplied? Yes
State the principal additional spare gear supplied

See attached list

The foregoing is a correct description.
JOHN G. KINCAID & COY. LIMITED
Manufacturer.



003549-003555-0276

(1939) JULY 14. 18. 21. 25. AUG. 4. 28. 30. SEPT. 15. 22. OCT. 5. 10. 18. 20. DEC. 1. 13. 19.

Dates of Survey while building
During progress of work in shops -- (1940) JAN. 9. 15. 18. 19. 25. 26. 29. 30. FEB. 6. 7. 8. 12. 29. MAR. 9. 11. 12. 13. 21. 24. 28. APR. 9. 18. 19. 25. 29. MAY 2. 16. 24.
During erection on board vessel -- JUNE 4. 5. 6. 7. 10. 11. 12. 13. 14. 17. 18. 20. 24. 25. 26. JULY 1. 3. 4. 8. 9. 11. 12. 16. 17. 18. 19. 26. 30. AUG. 7. 8.
Total No. of visits 44.

Dates of Examination of principal parts—Cylinders ^{final} 8-2-40 Slides 8-2-40 Covers 8-2-40
Pistons 8-2-40 Piston Rods 8-2-40 Connecting rods 8-2-40
Crank shaft 8-2-40 Thrust shaft 8-2-40 Intermediate shafts 19-4-40
Tube shaft ✓ Screw shaft 27-5-40 Propeller 4-6-40
Stern tube 8-2-40 Engine and boiler seatings 11-6-40 Engines holding down bolts 11-7-40
Completion of fitting sea connections 4-6-40
Completion of pumping arrangements 7-8-40 Boilers fixed 11-7-40 Engines tried under steam 7-8-40
Main boiler safety valves adjusted 30-7-40 Thickness of adjusting washers S. 3/8 P. 11/32 Sup. 13/32 S. 13/32 P. 13/32 Sup. 11/32
Crank shaft material S Identification Mark 8796 CNH Thrust shaft material S Identification Mark 8796 CNH
Intermediate shafts, material S Identification Marks 8796 CNH Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material S Identification Mark 8796 Steam Pipes, material S.D. oil Test pressure 660 lbs / sq in Date of Test 17-7-40
Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. ✓
Have the requirements of the Rules for the use of oil as fuel been complied with ✓
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with ✓
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
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.)
These engines & boilers have been built under Special Survey in accordance with the Rules and approved plans. The materials & workmanship are sound & good. They have been efficiently installed aboard the vessel, tried under steam & found satisfactory.
This machinery is eligible in my opinion to be classed in the Society's Register Book with record + LMC 8-40. TSC and the notation 2DB 210 lbs / sq in Sup. and 1 Donkey boiler 120 lbs / sq in

The amount of Entry Fee ... £ 6 : 0 :
Special ... £ 101 : 4 :
Donkey Boiler Fee ... £ 8 : 5 :
Travelling Expenses (if any) £ : :
When applied for, 19...
When received, 24th Aug 1940 R.S. 26/8

Charles W. Hunter,
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 20 AUG 1940
Assigned -1- LMC 8.40 Subject

