

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 9 Oct 1928

Date of writing Report 1-10-1928 When handed in at Local Office 6-10-1928 Port of NEWCASTLE-ON-TYNE  
 No. in Survey held at Jarrow Date, First Survey 5 July Last Survey 27 Sept 1928  
 Reg. Book 89547 on the S.S. 'CREOLE JEFE' (Number of Visits 33)  
 Built at Hebburn By whom built Palmer's Co. Ltd. Yard No. 986 Tons Gross 3126.5  
Net 1645.97  
 Engines made at Jarrow By whom made Palmer's Co. Ltd. Engine No. 986 When built 1928  
 Boilers made at Jarrow By whom made Palmer's Co. Ltd. Boiler No. 986 when made 1928  
 Registered Horse Power \_\_\_\_\_ Owners Sir J. Isherwood & Co. (Provisional) Port belonging to Newcastle (Provisional)  
 Nom. Horse Power as per Rule 288 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES  
 Trade for which Vessel is intended \_\_\_\_\_

**ENGINES, &c.**—Description of Engines TWIN SCREW TRIPLE EXPANSION Revs. per minute 128  
 Dia. of Cylinders 14½, 24, 39½ Length of Stroke 27 No. of Cylinders 6 No. of Cranks 6  
 Crank shaft, dia. of journals as per Rule 7.56 Crank pin dia. 4¾ Crank webs Mid. length breadth 10¾ Thickness parallel to axis 4¾  
 as fitted 4.625 Mid. length thickness 4¾ Thickness around eye-hole 3½  
 Intermediate Shafts, diameter as per Rule \_\_\_\_\_ Thrust shaft, diameter at collars as per Rule 7.56  
 as fitted \_\_\_\_\_ as fitted 8  
 Tube Shafts, diameter as per Rule \_\_\_\_\_ Screw Shaft, diameter as per Rule 8.31 Is the tube shaft fitted with a continuous liner YES  
 as fitted \_\_\_\_\_ as fitted 8.875 as per Rule 4.12 as fitted \_\_\_\_\_  
 Bronze Liners, thickness in way of bushes as per Rule 549 Thickness between bushes as per Rule 9/16 Is the after end of the liner made watertight in the  
 as fitted 9/16 as fitted \_\_\_\_\_ 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 No 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 35½  
 Propeller, dia. 9' 3" Pitch 9' 7½" No. of Blades 4 Material BRONZE whether Movable No Total Developed Surface 33 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 15" Can one be overhauled while the other is at work YES  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 15" Can one be overhauled while the other is at work YES  
 Feed Pumps No. and size 2 @ 7" x 5" x 8" Pumps connected to the Main Bilge Line No. and size ONE @ 9" x 10" x 10"  
 How driven STEAM How driven STEAM  
 Ballast Pumps, No. and size ONE @ 9" x 10" x 10" 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 3 @ 2¾", 1 @ 4"  
 In Holds, &c. \_\_\_\_\_

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 @ 5" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 1 @ 4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes \_\_\_\_\_  
 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 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 \_\_\_\_\_ Is it fitted with a watertight door \_\_\_\_\_ worked from \_\_\_\_\_

**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers 4808 <sup>sq</sup>  
 Is Forced Draft fitted YES No. and Description of Boilers TWO 2SB. 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? \_\_\_\_\_  
 PLANS. Are approved plans forwarded herewith for Shafting No Main Boilers YES 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:—Two propeller shafts, 2 C.I. propellers, 2 sets of piston rings, for H.P., I.P., and L.P. engines, one ring for top and bottom of piston valve, one piston rod with nuts, one valve spindle with nuts, 2 sets of metallic packing blocks and springs for piston rods, and same for valve spindles, 1 bottom end bearing with its bolts and nuts, 1 top end bearing, 4 top end bolts and nuts, 2 eccentric straps, 1 feed pump plunger, 1 air pump rod, 1 set of air pump valves, 2 main bearing bolts and nuts, 1 set of coupling bolts, 40 condenser tubes, and 80 ferrules, 1 set of bilge pump valves and seats, 1 set of feed pump valves and seats, 1 main and 1 auxiliary feed check valve, 1 safety valve spring, 18 piston studs and nuts, 8 cylinder cover studs and nuts, 15 boiler tubes, 24 gauge glasses, a quantity of assorted parts for auxiliary machinery, a quantity of assorted sizes of bolts and nut and bar and sheet iron,

The foregoing is a correct description,  
 Messrs Shipbuilding & Iron Co., Ltd.  
 Manager, Engine Works

Manufacturer.



1928 July 5. 12. 24. 25. 26. 30. 31. Aug. 3. 9. 10. 13. 14. 16. 17. 20. 21. 22. 23. 24. 27. 28.  
 30. 31. Sep. 3. 6. 10. 12. 13. 17. 18. 19. 21. 27.  
 Dates of Survey while building  
 During progress of work in shops - - -  
 During erection on board vessel - - -  
 Total No. of visits 33.

Dates of Examination of principal parts—Cylinders 31/7/28, 14/8/28, 13/9/28 Slides 25/7/28, 22/8/28, 6/9/28 Covers 26/7/28  
 Pistons 13/8/28 Piston Rods 25/7/28 Connecting rods 25/7/28, 28/8/28  
 Crank shaft 24/7/28, 31/7/28, 5/9/28 Thrust shaft 24/7/28, 25/7/28 Intermediate shafts —  
 Tube shaft — Screw shaft 31/7/28, 13/8/28, 27/8/28 Propeller 27/8/28, 10/9/28  
 Stern tube 13/8/28, 10/9/28 Engine and boiler seatings 13/9/28 Engines holding down bolts 18/9/28  
 Completion of fitting sea connections 10/9/28  
 Completion of pumping arrangements 24/9/28 Boilers fixed 18/9/28 Engines tried under steam 19/10/28  
 Main boiler safety valves adjusted 21/10/28 Thickness of adjusting washers S.B. P.V.  $\frac{25}{64}$ , S.V.  $\frac{25}{64}$ , P.B. P.V.  $\frac{25}{64}$ , S.V.  $\frac{29}{64}$   
 Crank shaft material STEEL Identification Mark 8102, 28/6/28, J.P. Thrust shaft material STEEL Identification Mark 8102, 13/7/28, J.P.  
 Intermediate shafts, material — Identification Marks — Tube shaft, material — Identification Mark —  
 Screw shaft, material STEEL Identification Mark 8102, 28/6/28 Steam Pipes, material COPPER Test pressure 360 LBS Date of Test 3.8.28, 17.9.28  
 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 YES If so, state name of vessel S.S. "CARONI"

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under Special Survey, the materials and workmanship are good. Eligible in my opinion to have records of + L.M.C. 9-28, CL, OG, and fitted for oil fuel 9-28, F.P. above 150°F.

It is submitted that this vessel is eligible for THE RECORD.  
 + L.M.C. 9-28 CL, F.D.  
 Fitted for oil fuel 9-28. F.P. above 150°F.  
 J. J. 10/10/28.

NEWCASTLE-ON-TYNE

The amount of Entry Fee ... £ 4 : 0 :  
 Special ... £ 68 : 4 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 25 OCT 1928  
 When received, 26.10.28

Thomas Napier  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 19 OCT 1928 ✓

CERTIFICATE WRITTEN

Assigned + L.M.C. 9-28 CL, F.D.  
 Fitted for oil fuel 9-28, F.P. above 150°F.



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