

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 1940

Date of writing Report 19 1940 When handed in at Local Office 11/11/40 Port of Newcastle on Tyne

No. in Survey held at Wallsend on Tyne Date, First Survey 28 July Last Survey 29 March 1940
 Reg. Book. 38561 on the SS "CONFIELD" (Number of Visits 62) Tons } Gross
 Net

Built at Sunderland By whom built J. & Thompson, Sons Ltd Yard No. 597 When built

Engines made at Wallsend on Tyne By whom made N.E. MARINE Eng Co (1938) Engine No. 2956 When made 1940

Boilers made at " By whom made Confield & Co Ltd Boiler No. 2956 When made 1940

Registered Horse Power " Owners E. J. Sutton & Co Ltd Port belonging to Newcastle

Nom. Horse Power as per Rule 384 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended became going

RETAIN

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 63

Dia. of Cylinders 23" - 38" - 65" Length of Stroke 42" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 12.81" as fitted 13" Crank pin dia. 13" Crank webs Mid. length breadth 1'-10" Thickness parallel to axis 8" x 8"
 Mid. length thickness 8" x 8 3/8" MP shrunk Thickness around eye-hole 7" x 7 1/2"

Intermediate Shafts, diameter as per Rule 12.2" as fitted 12 1/2" Thrust shaft, diameter at collars as per Rule 12.81" as fitted 13"

Tube Shafts, diameter as per Rule " as fitted " Screw Shaft, diameter as per Rule 13.7" as fitted 14 1/2" Is the { tube } shaft fitted with a continuous liner { yes }

Bronze Liners, thickness in way of bushes as per Rule 7/2" as fitted 3/4" Thickness between bushes as per Rule 53" as fitted 53" 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 yes

Length of Bearing in Stern Bush next to and supporting propeller 5'-0"

Propeller, dia. 18'-0" Pitch 17'-3" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 113.5 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 1'-10 1/2" Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 1'-10 1/2" Can one be overhauled while the other is at work yes

Feed Pumps { No. and size 2 @ 6" x 8 1/2" x 13" 2 @ 7" x 5" x 8" Pumps connected to the { No. and size 1 @ 10" x 12" x 12" 2 @ 3 1/2" }
 How driven Steam Main Bilge Line How driven Steam Main Engines

Ballast Pumps, No. and size 1 @ 10" x 12" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 3 1/2"

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" & 2 @ 3 1/2"

In Pump Room 3" P.T.S. No. 4 In Holds, &c. 3" P.T.S. No. 1 3 1/2" P.T.S. No. 2 2 1/2" P.T.S. No. 2 A

3" P.T.S. No. 5 3" Tunnel Well

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 7" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5" (Ballast Pump) 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 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 top platform

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 5495 sq. ft.

Is Forced Draft fitted yes Main No. and Description of Boilers 2SB & 1 Aux SB Working Pressure 220 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

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

Is the donkey boiler intended to be used for domestic purposes only yes

PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers 26.5.39 Donkey Boilers yes

(If not state date of approval)

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

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes

State the principal additional spare gear supplied 1 C.I. Propeller; 1 Screw Shaft; 2 half bottom end brasses, bolts & nuts; 4 half top end brasses, bolts & nuts; 2 main bearing bolts & nuts; 6 coupling bolts; 12 piston studs; 1 set of air pump valves; 4 bilge pump valves & seats; 1 set HP & MP piston packing; 1 set HP & MP wearing parts of piston rod packing; 1 set LP wearing parts piston & slide rod packing; 1 set pads for ahead face of thrust block; Spare gear as required for HP & MP poppet valves, boiler mountings & furnace fittings Sundry spares for Superheaters, filters &c.

The foregoing is a correct description, THE NORTH EASTERN MARINE ENGINEERING CO. (1938) LTD.

John Nell
DIRECTOR & GENERAL MANAGER

Manufacturer.

W373-0213



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1939
 July 28, 31. Aug. 4, 18, 31. Sep. 15, 18, 27. Oct. 2, 9, 13, 17, 18, 26, 30. Nov. 3, 6, 8, 10, 13, 14, 15
 1940
 17, 22, 23, 24, 29, 30. Dec. 5, 6, 8, 11, 13, 14, 18, 19, 20, 27, 28, 29. Jan. 3, 4, 5, 8, 11, 12, 15, 23, 24.
 25, 26, 29, 30. Feb. 1, 5, 6, 7, 8, 9, 16, 28, 29.

Dates of Survey while building

Total No. of visits 62.

Dates of Examination of principal parts—Cylinders 29-11-39 Slides 29-11-07 11-12-39 Covers 29-11-0
 Pistons 29-11-39 7-11-12-39 Piston Rods 29-11-39 Connecting rods 29-11-39 7-11-12-39
 Crank shaft 18-10-39 Thrust shaft 15-9-39 Intermediate shafts 13-10-39
 Tube shaft ✓ Screw shaft 19-12-39 Propeller 27-12-39
 Stern tube 13-12-39 Engine and boiler seatings 24-1-40 Engines holding down bolts 24-1-40 25/1/40
 Completion of fitting sea connections 5-1-40
 Completion of pumping arrangements 28-3-40 Boilers fixed 24-1-40 Engines tried under steam
 Main boiler safety valves adjusted 7-2-40 Thickness of adjusting washers P. 5/8 1 1/2 3/4 S 1 1/2 3/4 1/2 All P 3/8 S 7/16 3/70 AS
 Crank shaft material S Identification Mark 2956 RM 13/10/39 Thrust shaft material S Identification Mark 2956 RM 15/9/39
 Intermediate shafts, material S Identification Marks 2956 RM 13-10-39 Tube shaft, material ✓ Identification Mark 22/28-12-39
 Screw shaft, material S Identification Mark 2956 RM 19-12-39 Pipes, material S Test pressure 660 Date of Test 8/15/24/26 29/30/39 440
 Is an installation fitted for burning oil fuel ✓ 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 ✓ 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 Engines only. "Argyll" If so, state name of vessel.

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The machinery of this vessel has been made & installed under Special Survey in accordance with the approved plans & the requirements of the Rules.
 The materials & workmanship are good.
 The machinery was examined under working conditions at quay & found satisfactory.
 Reheater fitted.
 The machinery is eligible in my opinion to have the Record + LMC 3-40 Rht. 2SB (spt) + 1 Ave SB FD CL

The amount of Entry Fee ... £ 5 : 0/0
 Special ... £ 82 : 12/0
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 1-2 APR 1940
 When received, 5-11-1940

L. Moffatt
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned
 + Amb. 4-40
 2 S.B. (Spt) J.D.
 1 Aux. S.B. Rht.



NEWCASTLE-ON-TYNE

Certificate to be sent to

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