

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

1940

Date of writing Report

19

When handed in at Local Office

11/4/40 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

Gross

Tons

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, 83, 624

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 young

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"* shrunk Thickness parallel to axis *8" x 8 1/2"* Mid. length thickness *8" x 8 1/2"* 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 *13.7"* as fitted *14 1/2"* Is the { tube } shaft fitted with a continuous liner { *yes* }

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*

shaft *no* If so, state type *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* *3" P.T.S. No. 5* *3" Tunnel Well*

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*

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 *up 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 Nall

Manufacturer.

DIRECTOR & GENERAL MANAGER

W373-0213



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Lloyd's Register
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1939
During progress of work in shops - - 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
During erection on board vessel - - -
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 11-12-39 Piston Rods 29-11-39 Connecting rods 29-11-39 9-11-12-39
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 9/16 7/8 3/4 3/8 3/16 3/32 3/64
Crank shaft material S Identification Mark 2956 RM 13/10/39 Thrust shaft material S Identification Mark 2956 RM 15-2-39
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 8/11/5/24/26
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 Aux 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, 5-4-1940

Committee's Minute
Assigned
+ Amb. 4-40
2 S.B. (Spt) 22
1 Aux. S.B. Rht.



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