

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 8 SEP 1939

Report 2/9/39 when handed in at Local Office 5/9/39 Port of WEST HARTLEPOOL
 Survey held at WEST HARTLEPOOL Date, First Survey 27/1/39 Last Survey 1/9/1939
 Book. on the S.S. ATLANTIC
 at West Hartlepool By whom built William Gray & Co. Yard No. 1094 When built 1939
 Engines made at West Hartlepool By whom made Central Marine Eng. Works Engine No. 1094 When made 1939
 Boilers made at West Hartlepool By whom made (William Gray & Co.) Boiler No. 1094 When made 1939
 Registered Horse Power Owners Sir Walter Herbert Cockburn Port belonging to Hull
 Horse Power as per Rule 442 430 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 for which Vessel is intended Ocean going

ENGINES, &c.—Description of Engines Inverted triple expansion Revs. per minute 64
 No. of Cylinders 3 No. of Cranks 3
 Length of Stroke 48" Mid. length breadth 19 3/8" Thickness parallel to axis 8 3/8"
 Crank pin dia. 13 1/2" Crank webs Mid. length thickness 8 3/8" shrunk Thickness around eye-hole 6"
 Intermediate Shafts, diameter as per Rule 12 1/2" as fitted 12 3/4" Thrust shaft, diameter at collars as per Rule 13.12" as fitted 13 1/2"
 Shafts, diameter as per Rule 14.04" as fitted 14 1/2" Is the tube screw shaft fitted with a continuous liner Yes
 Liners, thickness in way of bushes as per Rule .68" as fitted 3/4" Thickness between bushes as per Rule .51" as fitted 9/16" Is the after end of the liner made watertight in the stern tube Yes
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner One length
 Liners are fitted, is the shaft lapped or protected between the liners One liner Is an approved Oil Gland or other appliance fitted at the after end of the tube No
 Length of Bearing in Stern Bush next to and supporting propeller 4-11 3/8"
 Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 28" Can one be overhauled while the other is at work Yes
 Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 28" Can one be overhauled while the other is at work Yes
 Pumps connected to the Main Bilge Line No. and size 1-9" x 10 1/2" x 10" & 1-6" x 7" x 7" How driven Independent steam
 Lubricating Oil Pumps, including Spare Pump, No. and size 4-2" x 3" x 3" Suctions, connected to both Main Bilge Pumps and Auxiliary pumps;—In Engine and Boiler Room 4@3" In Holds, &c. No. 1-2@3" No. 2-2@3 1/2" No. 3-2@2 1/2"
 Water Circulating Pump Direct Bilge Suctions, No. and size 1@3" Independent Power Pump Direct Suctions to the Engine Room Bilges, size 1@5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 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
 Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both
 Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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 Bridge deck

BOILERS, &c.—(Letter for record SV) Total Heating Surface of Boilers MAIN 5092 sq. ft. AUXILIARY 1484 sq. ft.
 Draft fitted Yes No. and Description of Boilers 2 single ended main 1 single ended auxiliary Working Pressure 200 lbs.
 REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 DONKEY BOILER FITTED? No If so, is a report now forwarded? -
 Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers -
 General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Spare gear required by the Rules been supplied Yes
 principal additional spare gear supplied Spare screw shaft and cast iron propeller.

The foregoing is a correct description.
 THE CENTRAL MARINE ENGINE WORKS,

John H. Evans
 GENERAL MANAGER

Manufacturer.



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Lloyd's Register Foundation

002816-002824-0323

1939. Jan. 27, 31. Feb. 3, 7, 10, 15, 17, 20, 21, 24, 25. Mar. 2, 3, 7, 8, 10, 14, 15, 20, 22, 23, 24, 27, 30. Apr. 3, 4, 6, 12, 13, 17, 19, 20, 24, 25.
 During progress of work in shops - - -
 27. May 1, 4, 5, 8, 10, 15, 16, 18, 19, 22, 23, 24, 26, 30, 31. June 3, 5, 6, 7, 8, 9, 16, 21, 22, 23, 26, 27, 28. July 7, 10, 11, 17, 18, 19, 27, 28, 31. Aug. 1, 2, 3, 1939. June 5, 7, 8, 20, 29. July 18, 20, 21, 31. Aug. 2, 3, 14, 16, 21, 24, 28, 30, 31.

Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits 98.

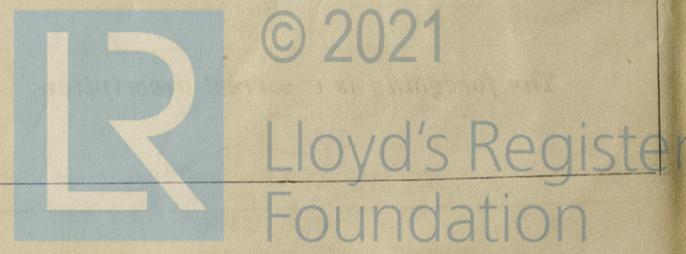
Dates of Examination of principal parts—Cylinders 27-3-39, 3-26-4-39, 15-31-5-39. Slides 4-4-39. Covers 5-5-39.
 Pistons 4-4-39. Piston Rods 24-27-4-39. Connecting rods 8-5-39.
 Crank shaft 20-8-39, 10-14-20-5-39, 4-27-4-39. Thrust shaft 1-22-5-39. Intermediate shafts 24-4-39, 10-5-39.
 Tube shaft - Screw shaft 12-26-4-39. Propeller 9-5-39.
 Stern tube 9-5-39. Engine and boiler seatings 5-6-39. Engines holding down bolts 2-3-8-39.
 Completion of fitting sea connections 29-6-39.
 Completion of pumping arrangements 31-8-39. Boilers fixed 21-8-39. Engines tried under steam 31-8-39.
 Main boiler safety valves adjusted 31-8-39. Thickness of adjusting washers 1/16", 1/16" SUP. 3/16", 3/16", 3/16" SUP. 1/2", 1/2".
 Crank shaft material Steel. Identification Mark 1190 AEG. Thrust shaft material Steel. Identification Mark
 Intermediate shafts, material Steel. Identification Marks 1221, 2, 3, 4, 5, 6, 7. Tube shaft, material - Identification Mark
 Screw shaft, material Steel. Identification Mark 1218 AEG. Steam Pipes, material Steel. Test pressure 600 lbs. Date of Test 17.31.7.39.
 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. This vessel's engines and boilers have been built under special survey and in accordance with the approved plans.
 The workmanship and materials have been found good.
 Upon completion they were examined under full working conditions and found satisfactory.
 It is recommended that the machinery be classed in the Register Book 2 L.M.C. 9.39. with the notations C.L. 2SB (S.P.) 1AUXB. F.D.

The amount of Entry Fee ... £ 5 : 0 :
 Special ... £ 91 : 6 :
 Donkey Boiler Fee ... £ - : - :
 Travelling Expenses (if any) £ - : - :
 When applied for, 19...
 When received, 14/10/39
 15 SEP 1939

Arthur W. Oxford
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + dmb. 9. 39
 2 S.B. (S.P.) J.D.
 1 aux. S.B.



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