

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 25 JUL 1926

Date of writing Report 19 When handed in at Local Office 27.7.19 Port of WEST HARTLEPOOL

No. in Survey held at West Hartlepool Date, First Survey 31st December 1925 Last Survey 22nd July 1926
 Reg. Book. 90351 on the S.S. "OTTERPOOL" (Number of Visits 104) Tons Gross 4867 Net 2999
 Built at West Hartlepool by whom built Wm. Gray & Co. Ltd. Yard No. 980 When built 1926
 Engines made at West Hartlepool By whom made Central Marine Engine No. 980 when made 1926
 Boilers made at ditto By whom made Engine Works Boiler No. 980 when made 1926
 Registered Horse Power Owners The Pool Shipping Co. Port belonging to West Hartlepool
 Nom. Horse Power as per Rule 439.440 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 64
 Dia. of Cylinders 26"-43"-71 Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 13.546 as fitted 14" Crank pin dia. 14" Crank webs Mid. length breadth 21" Thickness parallel to axis 8 1/2" Mid. length thickness 8 1/2" shrunk Thickness around eye-hole 6 5/8"
 Intermediate Shafts, diameter as per Rule 12.901 as fitted 13 1/4" Thrust shaft, diameter at collars as per Rule 13.546 as fitted 14"
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 14.4 as fitted 15" Is the tube screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule .738 as fitted 3/4" Thickness between bushes as per Rule .553 as fitted 9/16" 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
 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no Length of Bearing in Stern Bush next to and supporting propeller 5'-0"
 Propeller, dia. 18'-0" Pitch 17'-6" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 103 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3 3/4" Stroke 28" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/4" Stroke 28" Can one be overhauled while the other is at work yes
 Feed Pumps No. and size 2 Main 3 3/4" x 28" 1 Aux. 7 1/2" x 5" x 6" Duplex Pumps connected to the Main Bilge Line No. and size 2 Main 4 1/4" x 28" 1 Ballast 9" x 10 1/2" x 10" How driven steam duplex
 Ballast Pumps, No. and size 1. 9" x 10 1/2" x 10" dup. 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 of 2 3/4" dia. Tunnel 1 of 2 1/4" dia. In Holds, &c. No 1 2 of 3" dia. No 2 2 of 3 1/2" No 3 2 of 2 3/4" No 4 2 of 3 1/4" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 of 4 1/2" dia. 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 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 are carried through the bunkers none How are they protected
 What pipes pass through the deep tanks none 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 see ship report. Is it fitted with a watertight door yes worked from cylinder grating

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 7614 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers 3. single ended Working Pressure 180 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes
 PLANS. Are approved plans forwarded herewith for Shafting Main Boilers yes Auxiliary Boilers Donkey Boilers yes Furby
 Superheaters General Pumping Arrangements yes Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— 2 Bolts & nuts for connecting rod top ends. 2 ditto for bottom ends. 2 ditto for main bearings. 1 set coupling bolts & nuts. 1 set feed and bilge pump valves. 2 air pump valves. 1 set H.P. piston springs. 1 propeller shaft. 1 propeller. 4 feed check valves. 1 safety valve spring. 3 condenser tubes. 10 boiler tubes. Bolts, nuts, studs and iron assorted.

The foregoing is the correct description of the WORKS,

(W. Gray & Co. Ltd.)

W. S. Gibb

MANAGING DIRECTOR, C. M. G. & Co.

Manufacturer.



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Lloyd's Register Foundation

W350-0064

1925. Dec. 31. - 1926. Jan. 5, 6, 7, 11. Feb. 1, 2, 3, 11, 12, 15, 16, 18, 22, 23, 24, 25, 26, 26. March. 1, 2, 3, 4, 8, 9, 10, 12, 15, 16, 17, 18, 19, 22, 23, 24.
 During progress of work in shops - - 25. 26. 29. 30. April. 1, 7, 8, 9, 12, 13, 14, 15, 16, 19, 19, 20, 21, 22, 23, 26, 28, 29, 30, 30. May. 4, 7, 11, 11, 12, 17, 17, 19, 20, 26, 27, 28, 31. June. 4, 7.
 Dates of Survey while building } During erection on board vessel - - - }
 8, 8, 11, 11, 16, 18, 18, 21, 22, 22, 23, 23, 29, 30. July. 1, 2, 5, 7, 9, 12, 13, 14, 15, 16, 19, 20, 22.
 Total No. of visits 104.

Dates of Examination of principal parts - Cylinders 18. 2. 26 - 26. 4. 26 Slides 24. 3. 26 - 11. 6. 26 Covers 17. 3. 26 - 26. 4. 26
 Pistons 4. 3. 26 - 23. 3. 26 Piston Rods 15. 2. 26 - 19. 3. 26 Connecting rods 1. 2. 26 - 23. 4. 26
 Crank shaft 1. 2. 26 - 16. 4. 26 Thrust shaft 1. 4. 26 - 16. 4. 26 Intermediate shafts 13. 4. 26 - 31. 5. 26
 Tube shaft ✓ Screw shaft 22. 2. 26 - 23. 6. 26 Propeller 4. 5. 26 - 21. 6. 26
 Stern tube 16. 6. 26 - 22. 6. 26 Engine and boiler seatings 18. 6. 26 - 7. 7. 26 Engines holding down bolts 7. 7. 26 - 9. 7. 26
 Completion of pumping arrangements 12. 7. 26 Boilers fixed 15. 7. 26 Engines tried under steam 22. 7. 26
 Main boiler safety valves adjusted 22. 7. 26 Thickness of adjusting washers P P 3/8" S 3/8" C P 3/8" S 1/2" S P 1/2" S 3/8"
 Crank shaft material Ingot steel Identification Mark 5112 D Thrust shaft material Ingot steel Identification Mark 5112 D
 Intermediate shafts, material Ingot steel Identification Marks 5112 D Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Scrap iron Identification Mark 6350 H Steam Pipes, material L.W. Steel Test pressure 600 lb Date of Test
 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 carrying and burning oil fuel been complied with ✓
 Is this machinery duplicate of a previous case yes ✓ If so, state name of vessel Sinderby ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)
 An evaporator fitted the coils of which were tested to 400 lb and the shell to 50 lb, and a feed heater the coils and body of which were tested to 400 lbs.

This vessel's machinery has been built under Special Survey. The materials and workmanship are good and efficient. On completion it was tried under full steam satisfactory and is now eligible to have the notation
 + L.M.C. 7. 26.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 7. 26. CL.

[Signatures]
 R.D. Shilston.
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 5 : - :
 Special ... £ 91 : - :
 Donkey Boiler Fee ... £ 4 : 4 :
 Travelling Expenses (if any) £ : :
 When applied for, 23. 7. 26
 When received, 11. 8. 26

FRI 30 JUL 1926

Committee's Minute
 Assigned + L.M.C. 7:26
 C.L.

Certificate to be sent to The Surveyors are requested not to write on or below this space for Committee's Minute.

CERTIFICATE WRITTEN