

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 21<sup>st</sup> Jan 1928 When handed in at Local Office 30. 1. 28 Port of WEST HARTLEPOOL  
 No. in Survey held at West Hartlepool Date, First Survey 25<sup>th</sup> Aug/27 Last Survey 26<sup>th</sup> January 1928  
 Reg. Book. on the S.S. "MANSEPOOL" (Number of Visits 70) Gross 4894 Tons Net 3014  
 Built at West Hartlepool By whom built Wm Gray & Co. Ltd. Yard No. 996 When built 1928  
 Engines made at ditto By whom made Central Marine Engine No. 996 when made 1928  
 Boilers made at ditto By whom made Engine Works Boiler No. 996 when made 1928  
 Registered Horse Power 505 Owners The Coal Shipping Co. Ltd. Port belonging to WEST HARTLEPOOL  
 Nom. Horse Power as per Rule 505 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 62  
 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 13.545 Crank pin dia. 14" Crank webs Mid. length breadth 2 1/4" Thickness parallel to axis 8 1/2"  
 as fitted 14" Mid. length thickness 8 1/2" Thickness around eye-hole 6 5/16"  
 Intermediate Shafts, diameter as per Rule 12.901 Thrust shaft, diameter at collars as per Rule 13.545  
 as fitted 13 1/4" as fitted 14"  
 Tube Shafts, diameter as per Rule 14.4 Is the tube screw shaft fitted with a continuous liner yes  
 as fitted 15" as fitted 15"  
 Bronze Liners, thickness in way of bushes as per Rule .738 Thickness between bushes as per Rule .553  
 as fitted 3/4" 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 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 no  
 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 shaft yes  
 Propeller, dia. 18'-0" Pitch 18'-3" No. of Blades 4 Material Bronze whether Moveable yes 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 7/8" Stroke 28" Can one be overhauled while the other is at work yes  
 Feed Pumps { No. and size 2 main 1 8 1/2 x 6 x 18" simplex Pumps connected to the { No. and size 2 main & 1 9 x 10 1/2 x 10" duplex  
 How driven Steam Main Bilge Line How driven Steam  
 Ballast Pumps, No. and size 1 9 1/2 x 10 1/2 x 10" duplex Lubricating Oil Pumps, including Spare Pump, No. and size 1  
 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 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" dia No 3 2 of 2 3/4" dia 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 5"  
 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 fitted sufficiently high on the ship's side to be seen without lifting the stowage 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 none 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 upper decks

**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers 7614 square feet  
 Is Forced Draft fitted yes 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? no If so, is a report now forwarded? no

**PLANS.** Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes  
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

**SPARE GEAR.** State the articles supplied:— 2 connec. rod top end bolts & nuts 2 bottom end ditto 2 main bearing ditto 1 set coupling ditto  
1 set valves for feed & bilge pumps 2 air pump valves  
1 set H.P. piston springs 1 propeller shaft 2 cast iron propeller blades  
4 feed check valves 1 safety valve spring  
3 condenser tubes 10 boiler tubes Assorted bolts, nuts & iron

FOR THE CENTRAL MARINE ENGINE WORKS.

The foregoing is a correct description,

*Wm Gray*  
MANAGING DIRECTOR C.M.E.W.

Manufacturer.



© 2021

Lloyd's Register Foundation

1927.  
 During progress of work in shops - - Aug. 5. Sept. 1, 2, 8, 12, Oct. 3, 4, 5, 6, 7, 10, 12, 13, 21, 24, 26, 27, 28, 31, Nov. 1, 3, 7, 8, 9, 10, 11, 14, 15, 16, 17, 18, 21, 22, 23, 24, 25, 28, 29, 30, Dec. 2.  
 Dates of Survey while building }  
 During erection on board vessel - - - }  
 Total No. of visits 70.

Dates of Examination of principal parts—Cylinders 25.8.27- 8.12.27 Slides 30.11.27- 9.12.27 Covers 31.10.27- 18.11.27  
 Pistons 10.11.27- 19.12.27 Piston Rods 2.9.27- 5.12.27 Connecting rods 3.10.27- 25.11.27  
 Crank shaft 24.10.27- 5.12.27 Thrust shaft 10.11.27- 5.12.27 Intermediate shafts 5.12.27- 23.12.27  
 Tube shaft ✓ Screw shaft 22.11.27- 28.12.27 Propeller 15.12.27- 28.12.27  
 Stern tube 12.9.27- 21.12.27 Engine and boiler seatings 13.12.27 Engines holding down bolts 12.1.28- 13.1.28  
 Completion of fitting sea connections 13.12.27  
 Completion of pumping arrangements 20.1.28 Boilers fixed 13.1.28 Engines tried under steam 20.1.28  
 Main boiler safety valves adjusted 20.1.28 Thickness of adjusting washers P.P. 1 1/2 S 5/16 C.P. 5/16 S 1/2 S.P. 5/16 S 5/16  
 Crank shaft material S.M. Ingot Steel Identification Mark 6408.H. Thrust shaft material S.M. I. Steel Identification Mark 3116 J.L.  
 Intermediate shafts, material S.M. I. Steel Identification Marks 13157, 13159 K.H. 13161, 13162 Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material Scrap Iron Identification Mark 6411.H. Steam Pipes, material Steel ✓ Test pressure 600 lb. Date of Test 16/17.1.28.  
 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 ✓ If so, have the requirements of the Rules been complied with ✓  
 Is this machinery duplicate of a previous case yes ✓ If so, state name of vessel "Ullapool."

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

This vessel's machinery has been built and installed under Special Survey.  
 The materials and workmanship are good and efficient. On completion it was tried under full working conditions and found satisfactory, and in my opinion is now eligible to have the notation **L.M.C. 1.28.**

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 1.28. FD. CL.

*R.D.*  
 6/2/28

**R.D. Shilston.**  
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 6 : 0 :  
 Special ... £ 100 : 5 :  
 Donkey Boiler Fee ... £ - : - :  
 Travelling Expenses (if any) £ - : - :  
 When applied for, 4.2.1928  
 When received, 12/3/28

Committee's Minute  
 Assigned  
 TUES. 7 FEB 1928  
 + Lamb. 1.28  
 J.D., Cl.

