

Rpt. 4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

No. 16637
4 JUN 1928

Received at London Office

Date of writing Report 19.5.25 19 When handed in at Local Office 25.5.19 Port of
No. in Survey held at West Hartlepool Date, First Survey 31st Jan/28 Last Survey 22nd May 1928
Reg. Book. on the S.S. "HINDPOOL" (Number of Visits 51)
Built at West Hartlepool By whom built Wm Gray & Co. Ltd. Yard No. 1006 Tons { Gross
Engines made at West Hartlepool By whom made Central Marine Engine Works Engine No. 1006 When built 1928
Boilers made at By whom made Engine Works Boiler No. 1006 when made 1928
Registered Horse Power Owners Port belonging to
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
Dia. of Cylinders 26-43-71 Length of Stroke 48" No. of Cylinders 3 Revs. per minute 62
Crank shaft, dia. of journals as per Rule 13.545 No. of Cranks 3
as fitted 14" Crank pin dia. 14" Mid. length breadth 8 1/2" Thickness parallel to axis 8 1/2"
Intermediate Shafts, diameter as per Rule 12.901 Crank webs Mid. length thickness 8 1/2" Thickness around eye-hole 6 3/8"
as fitted 13 1/4" Thrust shaft, diameter at collars as per Rule 13.545
as fitted 14" Is the tube shaft fitted with a continuous liner yes
Tube Shafts, diameter as per Rule 14.48 Is the screw shaft fitted with a continuous liner yes
as fitted 10.000 as fitted 1738
Bronze Liners, thickness in way of bushes as per Rule 3.4 Thickness between bushes as per Rule 6.53
as fitted 3/4 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
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
Propeller, dia. 18'-0" Pitch 18'-3" Length of Bearing in Stern Bush next to and supporting propeller 5'-0"
No. of Blades 4 Material Bronze whether Movable yes Total Developed Surface 103 sq. feet
Feed 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
Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" 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 13 duplex Pumps connected to the (No. and size 2 main & 1 9 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 duplex Lubricating Oil Pumps, including Spare Pump, No. and size
Are two independent means arranged for circulating water through the Oil Cooler
Bilge Pumps;—In Engine and Boiler Room 3 of 2 1/2" dia Tunnel 1 of 2 1/2" dia
In Holds, &c. No 1 2 of 3" dia No 2 2 of 3 1/2" dia No 3 2 of 2 1/2" dia No 4 2 of 3 1/2" dia

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 6"
No. and size 1 of 5" Are all the Bilge Suction Pipes in holds and tunnels 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 pass through the muddlers 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 yes Is it fitted with a watertight door yes worked from upper deck

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?

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers yes Auxiliary Boilers Donkey Boilers
(If not state date of approval)
Superheaters General Pumping Arrangements yes Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— 2 Connecting rod top end bolts & nuts. 2 bottom end ditto. 2 main bearing ditto. 1 set coupling ditto.
1 set valves for feed and 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 and iron.

The foregoing is a correct description.
FOR THE CENTRAL MARINE ENGINE WORKS.
(W. Gray & Co. Ltd.)

Manufacturer.

MANAGING DIRECTOR C.M.E.W.



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W984-0198

15101

PILLAR

Centre Stiffener

Plating

STRINGER

Upper String

Thick in w

Thick in w

Thick

If Shear

Second Stringer

STRAKE

FLAT PLATE KEEL

DBLG

BOTTOM PLATING of Strakes

BILGE PLATING Strakes

SIDE PLATING Strakes

UPPER DECK, strake in W

UPPER DECK, strake in B

STRAKE BELOW strake in W

STRAKE BELOW strake in B

POOP SIDE PL

BRIDGE SIDE I

FORECASTLE SID

Total No. of

E

A

MIDSHIP BU

COLLISION

AFTER PEAK

STEEL

Sec

H

1928. Jan. 31. Feb. 21. 22. 23. 27. 28. 29. Mar. 1. 2. 5. 6. 8. 9. 12. 13. 14. 15. 16. 19. 20. 21. 22. 24. 25. 27. 28. 29. 30. Apr. 3. 5. 11. 12. 13. 16. 18. 19.

During progress of work in shops -- 20. 23. 25. 30. May 1. 2. 3. 4. 7. 8. 11. 15. 16. 23.

Dates of Survey while building

During erection on board vessel --

Total No. of visits

Dates of Examination of principal parts--Cylinders 9.3.28-3.4.28 Slides 19.3.28-3.4.28 Covers 14.3.28-28.3.28

Pistons 22.3.28-11.4.28 Piston Rods 16.3.28-29.3.28 Connecting rods 31.1.28-3.4.28

Crank shaft 8.3.28-5.4.28 Thrust shaft 8.3.28-5.4.28 Intermediate shafts 2.3.28-19.4.28

Tube shaft 21.2.28-18.4.28 Propeller 16.4.28-18.4.28

Stern tube 12.3.28-18.4.28 Engine and boiler seatings 1.5.28 Engines holding down bolts 3.5.28-8.5.28

Completion of fitting sea connections 18.5.28

Completion of pumping arrangements 8.5.28 Boilers fixed 1.5.28 Engines tried under steam 23.5.28

Main boiler safety valves adjusted 11.5.28 Thickness of adjusting washers P.F. 11" S. 13" C.F. 11" S. 13" S.F. 11" S. 13"

Crank shaft material S.M. Ingot Steel Identification Mark 9062 L.K. Thrust shaft material S.M. Ingot Steel Identification Mark 9088 L.K.

Intermediate shafts, material S.M. Ingot Steel Identification Marks 9105-6-7 L.K. Tube shaft, material S.M. Ingot Steel Identification Mark

Screw shaft, material Scrap iron Identification Mark 6421 H. Steam Pipes, material Scrap iron Identification Mark 6422 H.

Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. Yes

Have the requirements of the Rules for the use of oil as fuel been complied with Yes

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 Yes

Is this machinery duplicate of a previous case Yes If so, state name of vessel "Mansepool"

General Remarks (State quality of workmanship, opinions as to class, &c.)

A feed heater and an evaporator fitted, the coils of which and the body of the former tested to 400 lb., and the body of the latter to 50 lbs. per square inch.

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 working conditions at sea, and is now eligible in our opinion to have the notation L.M.C. 5.28.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 5.28. F.D. CL.

R.D. Shilston & A. Daintith. Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 6 : 0 : When applied for, 2.6.1928

Special ... £ 100 : 5 : When received, 29.6.28

Donkey Boiler Fee ... £ : : Travelling Expenses (if any) £ : :

Committee's Minute

Assigned

FRI. 8 JUN 1928

thurs 5.28

FD CL

CERTIFICATE WRITTEN

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