

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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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. Ltd. Yard No. 1094
 Lines made at West Hartlepool By whom made Central Marine Eng. Works Engine No. 1094 When built 1939
 Boilers made at West Hartlepool By whom made (William Gray & Co. Ltd.) Boiler No. 1094 When made 1939
 Registered Horse Power Owners Sir Walter Herbert Cockayne 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
 of Cylinders 23½ x 36½ x 65 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3
 of shaft, dia. of journals as per Rule 13.12 Mid. length breadth 19½ Thickness parallel to axis 8½
 as fitted 13½ Crank pin dia. 13½ Crank webs Mid. length thickness 8½ shrunk Thickness around eye-hole 6
 Intermediate Shafts, diameter as per Rule 12½ Thrust shaft, diameter at collars as per Rule 13.12
 as fitted 12½ as fitted 13½
 Shafts, diameter as per Rule 14.04 Is the tube screw shaft fitted with a continuous liner Yes
 as fitted 14½ as fitted 14½
 Liners, thickness in way of bushes as per Rule .68 Thickness between bushes as per Rule .51
 as fitted .4 as fitted .6 Is the after end of the liner made watertight in the
 or boss 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
 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
 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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 4-11½
 Propeller, dia. 18-6 Pitch 17-0 No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 100 sq. feet
 Pumps worked from the Main Engines, No. 2 Diameter 3½ 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
 No. and size Two 9½ x 7 x 18 Pumps connected to the Main Bilge Line No. and size 1-9 x 10½ x 10 & 1-6 x 7 x 7
 How driven Independent steam How driven Independent steam
 Pumps, No. and size 1-9 x 10½ x 10 Lubricating Oil Pumps, including Spare Pump, No. and size
 independent means arranged for circulating water through the Oil Cooler 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 @ 3½ No. 3-2 @ 2½
 No. 4-2 @ 3 No. 5-2 @ 3 Sunnel well 1 @ 2½ Sunnel drain 1 @ 2
 Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8 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
 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 on
 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
 pipes pass through the bunkers How are they protected
 pipes pass through the deep tanks Have they been tested as per Rule Yes
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
 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
 ment 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 51) Total Heating Surface of Boilers MAIN 5092 sq. ft. AUXILIARY 1484 sq. ft.
 ed 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? —
 donkey boiler intended to be used for domestic purposes only
 NS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers —
 (If not state date of approval)
 ters Yes 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,

(W. Gray & Co., Ltd.)
 John H. Evans
 GENERAL MANAGER

Manufacturer.



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No. in
Req. Book.

No. in
Req. Book.

Master.....

Engines

Boilers 2

Naming a

MUL

Munich

Total

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