

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

18 April 1925

Date of writing Report 19 When handed in at Local Office 8<sup>th</sup> April 1925 Port of **SUNDERLAND**  
 No. in Survey held at **SUNDERLAND** Date, First Survey 15<sup>th</sup> Decr 24 Last Survey 6<sup>th</sup> April 1925  
 Reg. Book. on the **S.S. "COPSEWOOD"** (Number of Visits 21)  
 Built at **Sunderland** By whom built **Stouane Graham & Co** Yard No. **264** Tons } Gross 969  
 Engines made at **Sunderland** By whom made **G. Clark & Co** Engine No. **1142** when made **1925** } Net 537  
 Boilers made at **Sunderland** By whom made **G. Clark & Co** Boiler No. **1142** when made **1925** }  
 Registered Horse Power Owners **Joseph Constantine S.S. Line, Ltd** Port belonging to **Middleborough**  
 Nom. Horse Power as per Rule **131** Is Refrigerating Machinery fitted for cargo purposes **NO** Is Electric Light fitted **NO**

## ENGINES, &c.—Description of Engines **Tripoli**

Dia. of Cylinders **16, 27, 44** Length of Stroke **30** Revs. per minute **80** No. of Cylinders **3** No. of Cranks **3**  
 Dia. of Crank shaft journals as per rule **8.39** Dia. of Crank pin **8 1/2** Crank webs Mid. length breadth **14** Thickness parallel to axis **5 5/8**  
 as fitted **8 1/2** Mid. length thickness **5 5/8** shrunk Thickness around eye-hole **3 3/4**  
 Diameter of Thrust shaft under collars as per rule **8.39** Diameter of Tunnel shaft as per rule **7.98** Diameter of Screw shaft as per rule **8.99** Is the Screw shaft  
 as fitted **8 5/8** as fitted **NONE** as fitted **9 1/8**

fitted with a continuous liner the whole length of the stern tube **YES** 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 joints burned **—** If the liner does not fit tightly at the part  
 between the bearings in the stern tube, is the space charged with 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 appliance fitted at the after end of the shaft to permit  
 of it being efficiently lubricated **—** Length of Stern Bush **3'-1"** Diameter of Propeller **12'-0"**  
 Pitch of Propeller **12-3** No. of Blades **4** State whether Moveable **NO** Total Surface **44** square feet.  
 No. of Feed Pumps fitted to the Main Engines **2** Diameter of ditto **2 1/2** Stroke **16"** Can one be overhauled while the other is at work **YES**  
 No. of Bilge Pumps fitted to the Main Engines **2** Diameter of ditto **2 1/2** Stroke **16"** Can one be overhauled while the other is at work **YES**  
 Total number and size of power driven Feed and Bilge Auxiliary Pumps **1 @ 6 x 4 x 6**  
 No. and size of Pumps connected to the Main Bilge Line **1 @ 7 x 8 x 8**  
 No. and size of Ballast Pumps **1 @ 7 x 8 x 8** No. and size of Lubricating Oil Pumps, including Spare Pump **—**  
 Are two independent means arranged for circulating water through the Oil Cooler **—** No. and size of suction connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room **2 @ 2 1/2, 1 @ 3"** and in Holds, &c. **2 in main hold @ 3"**

No. and size of Main Water Circulating Pump Bilge Suctions **1 @ 4"** No. and size of Donkey Pump Direct Suctions  
 to the Engine Room Bilges **1 @ 3"** 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 connections with the sea direct on the skin of the ship **YES** Are they Valves or Cocks **Both**  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates **YES** Are the Discharge Pipes 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 **—**  
 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 Screw Shaft Tunnel watertight **NONE** Is it fitted with a watertight door **—** worked from **—**

**MAIN BOILERS, &c.**—(Letter for record **S**) Total Heating Surface of Boilers **2239** \$ **ENG. AFT**  
 Is Forced Draft fitted **No** No. and Description of Boilers **158 One single ended** Working Pressure **150 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 Boiler **YES**  
 (If not state date of approval) **YES** Oil fuel Burning Piping Arrangements **—**

**SPARE GEAR.** State the articles supplied:— **Two top end, two bottom end connecting rod bolts and**  
**nuts, two main bearing bolts, one set coupling bolts, one set feed and bilge**  
**pump valves, assorted bolts + nuts, 2 in. various sizes.**

The foregoing is a correct description,

FSB GEORGE CLARK LIMITED  
Manufacturer. **1088mu**



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Foundation

If not, state whether, and when, the will be sent

Is a Report also sent on the Hull of the Ship?

1924. Dec 15. 23. 1925 Jan 5. 14. 15. 20. 22. 28 Feb 2. 13. 17. 23 Mar 3. 11. 16. 17. 23

During progress of work in shops - -

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits 21

Dates of Examination of principal parts - Cylinders 2. 2. 25 Slides 14. 1. 25

Covers 23. 12. 24 Pistons 13. 2. 25 Rods 13. 2. 25

Connecting rods 17. 2. 25 Crank shaft 2. 2. 25 Thrust shaft 3. 3. 25

Tunnel shafts NONE Screw shaft 17. 2. 25 Propeller 3. 3. 25

Stern tube 3. 3. 25 Engine and boiler seatings 26. 3. 25 Engines holding down bolts 30. 3. 25

Completion of pumping arrangements 26. 3. 25 Boilers fixed 26. 3. 25 Engines tried under steam 30. 3. 25

Completion of fitting sea connections 23. 3. 25 Stern tube 26. 3. 25 Screw shaft and propeller 26. 3. 25

Main boiler safety valves adjusted 30. 3. 25 Thickness of adjusting washers  $P \frac{3}{16} S \frac{1}{4}$ "

Material of Crank shaft Steel Identification Mark on Do. 1142 GAH.

Material of Thrust shaft Steel Identification Mark on Do. 1142 GAH

Material of Tunnel shafts NONE Identification Marks on Do. -

Material of Screw shafts Steel Identification Marks on Do. 1142 GAH

Material of Steam Pipes Copper Test pressure 400 lbs<sup>sq</sup> Date of Test 17. 3 + 26. 3. 25

Is an installation fitted for burning oil fuel 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 "Sarchwood" F.E. N<sup>o</sup> 288

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

The machinery of this vessel has been built under special survey, the materials and workmanship are sound and good and under the vessel eligible in my opinion to have record of + L.M.C. 4. 25 ✓

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 4. 25. CL.

*[Signature]*  
20/4/25

*[Signature]*  
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 3 : : When applied for,

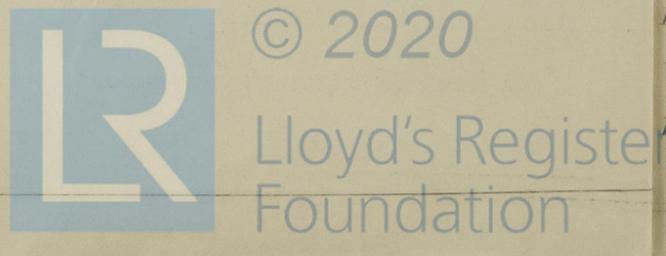
Special ... £ 32 : 15 : 17 APR 1925

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £ : : *[Signature]* 1925

Committee's Minute TUES. 21 APR 1925

Assigned + L.M.C. 4. 25 CL



Certificate to be sent to SUNDERLAND.

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

CERTIFICATE WRITER