

## 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

Gross

969

Net

537

Built at

Sunderland

By whom built

H. G. Graham &amp; Co

Yard No. 264

When built

1925

Engines made at

Sunderland

By whom made

G. Clark &amp; Co

Engine No. 1142

when made

1925

Boilers made at

Sunderland

By whom made

G. Clark &amp; Co

Boiler No. 1142

when made

1925

Registered Horse Power

Owners Joseph Constantine S.S. Line, Ltd

Port belonging to Middlesbrough

Nom. Horse Power as per Rule

131

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

No

## ENGINES, &amp;c.—Description of Engines

Triple

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

as fitted 8.5

Dia. of Crank pin

8.5

Crank webs

Mid. length breadth

14

Mid. length thickness

5.5

shrink

Thickness parallel to axis

5.5

shrink

Thickness around eye-hole

3.4

Diameter of Thrust shaft under collars

as per rule 8.39

as fitted 8.5

Diameter of Tunnel shaft

as per rule 7.98

as fitted NONE

Diameter of Screw shaft

as per rule 8.99

as fitted 9.8

Is the Screw shaft

YES

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

YES

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

YES

Is an approved appliance fitted at the after end of the shaft to permit

of it being efficiently lubricated

YES

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

YES

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, &amp;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

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 Screw Shaft Tunnel watertight

NONE

Is it fitted with a watertight door

YES

worked from

YES

## MAIN BOILERS, &amp;c.—(Letter for record S)

ENG. AFT

Total Heating Surface of Boilers

2239

Is Forced Draft fitted

No

No. and Description of Boilers

One 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

YES

Main Boilers

YES

Auxiliary Boilers

YES

Donkey Boilers

YES

General Pumping Arrangements

YES

Oil fuel Burning Piping Arrangements

YES

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 &amp; nuts, 2 in. various sizes.

The foregoing is a correct description,

FOR GEORGE CLARK LIMITED

Manufacturer.

1088muu

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Lloyd's Register  
Foundation

002558-002867-0329



During progress of work in shops - -  
 Dates of Survey while building  
 During erection on board vessel - - -  
 Total No. of visits

1924. Dec 15. 23. 1925 Jan 5. 14. 15. 20. 22. 28 Feb 2. 13. 17. 23 Mar 3. 4. 16. 17. 23  
 Mch 26. 30. Apr 6  
 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  $sq$  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 "Larchwood" F.E. N° 2886

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 + LMC 4. 25 ✓

It is submitted that  
 this vessel is eligible for  
 THE RECORD. + LMC 4. 25. CL.

*[Signature]*  
 20/4/25

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

The amount of Entry Fee ... £ 3 : :  
 Special ... £ 32 : 15 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 17 APR 1925  
 When received, 20/4/25

Committee's Minute TUES. 21 APR 1925  
 Assigned + Lmc 4. 25 CL