

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office SEP - 7 1938

Date of writing Report 5<sup>th</sup> Sept. 1938 When handed in at Local Office 5<sup>th</sup> Sept. 1938 Port of West Hartlepool  
 No. in Survey held at West Hartlepool Date, First Survey 8<sup>th</sup> December, 1937 Last Survey 30<sup>th</sup> August, 1938  
 Reg. Book. on the S.S. "Corinthian" (Number of Visits 72) Gross 3122 Tons Net 1431  
 Built at West Hartlepool By whom built W. Gray & Co. Ltd. Yard No. 1083 When built 1938  
 Engines made at West Hartlepool By whom made Central Marine Engine Works Engine No. 1083 When made 1938  
 Boilers made at West Hartlepool By whom made Central Marine Engine Works Boiler No. 1083 When made 1938  
 Registered Horse Power 3,500 Owners Ellerman Lines Ltd. Port belonging to Liverpool  
 Nom. Horse Power as per Rule 606 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes  
 Trade for which Vessel is intended Ocean going

**ENGINES, &c.**—Description of Engines Triple Expansion with Bauer-Wach Exhaust Turbine Revs. per minute 90  
 Dia. of Cylinders 23" 38" 65" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 13.49 Crank pin dia. 14" Crank webs Mid. length breadth 20" Thickness parallel to axis 8 5/8"  
as fitted 14" Mid. length thickness 8 5/8" shrunk Thickness around eye-hole 6 3/8"  
 Intermediate Shafts, diameter as per Rule 13.09 Thrust shaft, diameter at collars as per Rule 13.74  
as fitted 15.25 as fitted 14.25  
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 14.5 Is the tube shaft fitted with a continuous liner Yes  
as fitted as fitted 15.25 as fitted  
 Bronze Liners, thickness in way of bushes as per Rule .742 Thickness between bushes as per Rule .55 Is the after end of the liner made watertight in the  
as fitted .781 as fitted .59 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 Yes  
 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 No If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 63"  
 Propeller, dia. 17'0" Pitch 17'4 1/2" No. of Blades 4 Material Brass whether Moveable Yes Total Developed Surface 88 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 24" 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 24" Can one be overhauled while the other is at work Yes  
 Feed Pumps { No. and size Two 10 1/2" x 8" x 22" Pumps connected to the { No. and size Two 4 1/2" x 24" stroke } One 8" x 10 1/2" x 18"  
 { How driven Steam Main Bilge Line { How driven Main engines } Steam  
 Ballast Pumps, No. and size One 8" x 10 1/2" x 18" Lubricating Oil Pumps, including Spare Pump, No. and size 2 8" x 9" x 18"  
 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 Stokehold 2.3" Engine Room 2.3" Direct 1.4 1/2" Drain tank 1.2"  
 In Pump Room — In Holds, &c. No 1 hold 2.2 1/2" No 2 hold 2.3" No 3 hold 2.3"  
Cross bunker 2.3" No 4 hold 2.3" No 5 hold 3.2" Tunnel well 1.2 1/2"  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1.12" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 1.4 1/2" 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 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 Both  
 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 bunkers None How are they protected Yes  
 What pipes pass through the deep tanks Yes 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 deck

**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers 7,440 sq. ft.  
 Is Forced Draft fitted Yes No. and Description of Boilers Three single ended Working Pressure 225 lbs.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes  
 Is the donkey boiler intended to be used for domestic purposes only Yes

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

## SPARE GEAR.

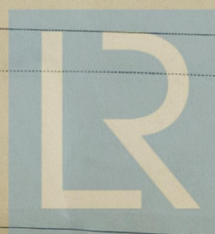
Has the spare gear required by the Rules been supplied Yes  
 State the principal additional spare gear supplied —

The foregoing is a correct description,  
 FOR THE CENTRAL MARINE ENGINE WORKS,

(W. Gray &amp; Co. Ltd.)

Manufacturer.

GENERAL MANAGER.



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Lloyd's Register  
Foundation

003467-003473-0328

1937. Dec. 8. 14. 20. 1938. Jan. 19. 31. Feb. 14. 21. 28. Mar. 3. 7. 15. 18. 21. 25. 31. Apr. 4. 8. 12. 14. 22. 25. 27. 28. 29. May. 3. 5. 6. 9.  
During progress of work in shops - - -  
10. 13. 16. 17. 18. 19. 24. 27. 30. 31. June. 1. 2. 10. 13. 15. 17. 22. 24. 27. 28. 29. July. 4. 8. 13. 15.  
Dates of Survey while building  
During erection on board vessel - - -  
1938. May. 3. 27. June. 3. July. 4. 8. 11. 20. 25. Aug. 8. 10. 11. 12. 15. 17. 24. 25. 26. 29. 30.  
Total No. of visits 72

Dates of Examination of principal parts—Cylinders 14-2-38 7-3-38 14-4-38 Slides 22-6-38 Covers 22-6-38  
Pistons 28-4-38 Piston Rods 28-4-38 Connecting rods 8-12-37 28-4-38  
Crank shaft 18-3-38 31-3-38 9-5-38 Thrust shaft 9-5-38 Intermediate shafts 5-5-38  
Tube shaft ✓ Screw shaft 14-2-38 28-2-38 5-5-38 Propeller 7-3-38 27-4-38  
Stern tube 3-3-38 22-4-38 Engine and boiler seatings 27-5-38 Engines holding down bolts 8-7-38 11-7-38  
Completion of fitting sea connections 3-5-38  
Completion of pumping arrangements 17-8-38 Boilers fixed 3-6-38 Engines tried under steam 17-8-38 29-8-38  
Main boiler safety valves adjusted 11-8-38 17-8-38 Thickness of adjusting washers Port Blr. 9/32 Centre Blr. 7/16 Star Blr. 5/16  
Crank shaft material Steel Identification Mark 2967D Thrust shaft material Steel Identification Mark 2991D  
Intermediate shafts, material Steel Identification Marks 3414D 3413D Tube shaft, material — Identification Mark —  
Screw shaft, material Steel Identification Mark 2974D Steam Pipes, material Steel Test pressure 6.75 lbs Date of Test 10-6-38 14-6-38  
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 No. If so, have the requirements of the Rules been complied with —  
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with —

Is this machinery duplicate of a previous case Yes. If so, state name of vessel S.S. "Ionian" W. H. P. Rpt No 17837.

General Remarks (State quality of workmanship, opinions as to class, &c.) This vessel's Engines & Boilers have been built under Special Survey and in accordance with the approved plans. The workmanship & materials have been found good. Upon completion they were examined under full working conditions and found satisfactory.

It is Recommended that the machinery be classed in the Register Book with notations + L.M.C 8,38 F.D. C.L. (Spt).

Certificate to be sent to

The amount of Entry Fee ... £ 6 : 0 :  
Special ... £ 106 : 7 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 19...  
When received, 11/10 1938

J. Brooke Smith

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 13 SEP 1938

Assigned

+ L.M.C. 8,38

CL FD

Spt.



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