

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

MAY 9 1939

Date of writing Report 3/5/1939 When handed in at Local Office 5/5/1939 Port of WEST HARTLEPOOL
 No. in Survey held at WEST HARTLEPOOL Date, First Survey 15/10/37 Last Survey 2/5/1939
 Reg. Book. on the S.S. TINTERN ABBEY (Number of Visits 66) Tons { Gross 2470.77
 Net 1482.49
 Built at West Hartlepool By whom built W. Gray & Co. Ltd Yard No. 1090 When built 1939
 Engines made at West Hartlepool By whom made Central Marine Engine Works Engine No. 1090 When made 1939
 Boilers made at West Hartlepool By whom made Central Marine Engine Works Boiler No. 1090 When made 1939
 Registered Horse Power Owners Abbey Line, Ltd Port belonging to Cardiff
 Nom. Horse Power as per Rule 234 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 Surface Condensing Revs. per minute 62
 Dia. of Cylinders 20" 33" 55" Length of Stroke 39" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 10.98" as fitted 11.25" Crank pin dia. 11.25" Crank webs Mid. length breadth 16.5" Thickness parallel to axis 6.875"
 as fitted 11.25" Mid. length thickness 6.875" Thickness around eye-hole 4.875"
 Intermediate Shafts, diameter as per Rule 10.47" as fitted 10.75" Thrust shaft, diameter at collars as per Rule 10.99" as fitted 11.25"
 Tube Shafts, diameter as per Rule 11.8" as fitted 12.25" Is the tube shaft fitted with a continuous liner Yes
 Screw Shaft, diameter as per Rule 11.8" as fitted 12.25"
 Bronze Liners, thickness in way of bushes as per Rule 31/32" as fitted 16" Thickness between bushes as per Rule 4.93" as fitted .53" 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 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 Yes 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 52"
 Propeller, dia. 16.0" Pitch 16.9" No. of Blades 4 Material Brass whether Movable No Total Developed Surface 78 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 26" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 26" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 2.3" x 26" / 1.7 1/2" x 5 x 6" Pumps connected to the { No. and size 2.3 1/2" x 26" / 1.8" x 9" x 9"
 How driven Chain engine / Steam Main Bilge Line How driven Chain engine / Steam
 Ballast Pumps, No. and size One 8" x 9" x 9" Lubricating Oil Pumps, including Spare Pump, No. and size —
 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 4 @ 3" / 1 @ 4"
 In Pump Room 1 @ 2" / 2 @ 3 1/2" In Holds, &c. Forward 2 @ 3" / 2 @ 2 1/2" / Aft 1 @ 2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 4"
 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 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 —
 What pipes pass through the deep tanks — 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 decks

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 3826 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers Two Single ended Working Pressure 200 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes
 Is the donkey boiler intended to be used for domestic purposes only No
 PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)
 Superheaters — General Pumping Arrangements — 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 & Co. Ltd.)

GENERAL MANAGER.

Manufacturer.



© 2021

Lloyd's Register
Foundation

009682-009688-0180

4. 17940.

Dates of Survey while building
During progress of work in shops - - 1937. Oct. 15-29. November. 5. 1924. Dec. 9. 1938. Jan. 6. 11. 12. Feb. 11. 25. Mar. 3. 9. 15. 21. 28. 31. Apr. 4. 5. 8. 11. 12. 22. 25. 27. May. 2. 6. 9. 10. 11. 13. 14. 17. 18. 19. 23.
24. 25. 26. 30. 31. June. 1. 2. 3. 9. 10. 15. 17. 22. 23. 24. 29. 30. July. 4. 7.
During erection on board vessel - - - 1938. May. 30. June. 15. 20. 28. July. 5. 12. 27. 1939. Apr. 25. 27. 29. May. 2.
Total No. of visits 66

Dates of Examination of principal parts—Cylinders 3.3.38, H.H. 38, Slides 15.6.38, Covers 15.6.38.
Pistons 15.6.38, Piston Rods 19.5.38, Connecting rods 19.5.38, 15.6.38.
Crank shaft 31.3.38, 11.4.38, 23.5.38, Thrust shaft 9.5.38, 23.5.38, Intermediate shafts 9.5.38.
Tube shaft ✓, Screw shaft 9.5.38, Propeller 10.6.38.
Stern tube 10.6.38, Engine and boiler seatings 15.6.38, Engines holding down bolts 20.6.38, 28.6.38.
Completion of fitting sea connections 30.8.38.
Completion of pumping arrangements 12.7.38, Boilers fixed 20.6.38, Engines tried under steam 3.5.39.
Main boiler safety valves adjusted 3.5.39, Thickness of adjusting washers PORT. STAR. DONKEY
P₁₆ 5¹/₂" P₁₆ 5³/₂" P₁₆ 5³/₂"
Crank shaft material Steel, Identification Mark 150 AEG, Thrust shaft material Steel, Identification Mark 273 AEG.
Intermediate shafts, material Steel, Identification Marks 286, 287, 288, 289, 290, AEG, Tube shaft, material Identification Mark
Screw shaft, material Steel, Identification Mark 273 AEG, Steam Pipes, material Steel, Test pressure 600 lbs, Date of Test 20.29.6.38.
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. "MARGAM ABBEY"

General Remarks (State quality of workmanship, opinions as to class, &c. This vessel's Engines and Boilers have been built under Special Survey and in accordance with the approved plans.

The workmanship and materials have been found good.

Upon completion they were examined under full working conditions and found satisfactory.

It is recommended that that the Machinery be classed in the Register Book of L.M.C. 5.39 with the notations CL 25B 10B.

The amount of Entry Fee ... £ 4 : 0 :
Special ... £ 58 : 10 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 19.
When received, 12. 6. 19. 39

Arthur W. Oxford
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

+ Amb. 5.39



© 2021

Lloyd's Register
Foundation