

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) Gross 2470.77 Tons 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 20x33x55 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

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 as fitted Screw Shaft, diameter as per Rule 11.8 as fitted 12.25 Is the shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 21/32 as fitted 16 Thickness between bushes as per Rule .493 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

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

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

Length of Bearing in Stern Bush next to and supporting propeller 52

Propeller, dia. 16.0 Pitch 16.9 No. of Blades 4 Material Bronze 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 3.5 Stroke 26 Can one be overhauled while the other is at work Yes

Feed Pumps No. and size 2.5x26 1.75x5x6 Pumps connected to the Main Bilge Line No. and size 2.5x26 1.8x9x9

How driven chain engine steam Lubricating Oil Pumps, including Spare Pump, No. and size

Ballast Pumps, No. and size One 8x9x9

Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 4@3 1@4 In Pump Room In Holds, &c. Forward 2@3 2@2.5 aft 1@2.5

1@2 2@3.5

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

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

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

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.)

Manufacturer.

GENERAL MANAGER.



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NOTE.—The words which do not apply should be deleted.

4. 17940.

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.
 Dates of Survey while building 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" S₃₂" P₁₆" S₃₂" P₁₆" S₁₆"
 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, 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 Surveyors are requested not to write on or below the space for Committee's Minute.

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

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

Committee's Minute
 Assigned + Lamb 5.39
 FRI 19 MAY 1939

