

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 13012.

Date of writing Report 13. 8. 1927 When handed in at Local Office 13. 8. 1927 Port of MIDDLESBROUGH
 No. in Survey held at MIDDLESBROUGH Date, First Survey 23-3-27 Last Survey 12. 8. 1927
 Reg. Book. on the S.S. "OTTERHOUND" (Number of Visits 39)
 Built at Navarón Hill By whom built Furness S.B. Co Yard No. 121 Tons Gross 860
 Engines made at Middlesbrough By whom made Richardsons, Westgarth & Co Engine No. 2570 when made 1927
 Boilers made at do. By whom made do. Boiler No. 2570 when made 1927
 Registered Horse Power 147.6 Owners Coastal Tankers Ltd. Port belonging to LONDON
 Nom. Horse Power as per Rule 147.6 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes
 Trade for which Vessel is intended Coastal Oil Carrying

ENGINES, &c.—Description of Engines Triple Expansion
 Dia. of Cylinders 16" 27" 44" Length of Stroke 30 No. of Cylinders 3 Revs. per minute 87
 Crank shaft, dia. of journals as per Rule 8.38 Crank pin dia. 8 3/4 Crank webs Mid. length breadth 12 1/2 Thickness parallel to axis 5 1/2
 Intermediate Shafts, diameter as per Rule 7.98 Thrust shaft, diameter at collars as per Rule 8.38 Thickness around eye-hole 4"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 8.92 Is the tube shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 9/16 Thickness between bushes as per Rule 5/8 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 two liners are fitted, is the shaft flapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yes
 Propeller, dia. 11'-3" Pitch 12'-0" No. of Blades 4 Material C.I. whether Movable No. Total Developed Surface 43 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2 Stroke 16" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/2 Stroke 16" Can one be overhauled while the other is at work Yes
 Feed Pumps No. and size 1-7' x 5' x 12" 9.5 Simple Pumps connected to the Main Bilge Line No. and size 1-6' x 6 1/2' x 6 Duplex
 Ballast Pumps No. and size 1-6' x 6 1/2' x 6 Duplex Lubricating Oil Pumps, including Spare Pump, No. and size 5-2 1/2"
 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 5-2 1/2"
 In Holds, &c. 1-2 1/2" in Cofferdam; 1-2 1/2" in Pump Room; 1-2" in Fore Hold.
(To ballast pump) (To Forward Ballast pump)

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-4 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-3 1/2"
 Are all the Bilge Suction Pipes in holds and tanks 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 at w.l.
 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 Cofferdam Bilge Suction 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 Yes

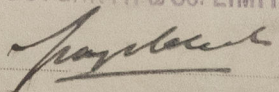
MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 2186 sq. ft.
 Is Forced Draft fitted Yes No. and Description of Boilers 1-S.E. Marine Working Pressure 180 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—As per Rules + I.C.S. Propeller; 1 set air pump valves; 1 set Ballast Pump Valves; 1 safety valve spring; 1 main check valve; 1 donkey check valve; 1 set circulating pump valves; 10 condenser tubes; 10 boiler tubes; 12 condenser ferrules.

The foregoing is a correct description.

For RICHARDSONS, WESTGARTH & Co. LIMITED



MANAGING DIRECTOR.

Manufacturer.



© 2021

Lloyd's Register
Foundation

010276-010282-0103

1927.
Mar 23-26-28. Apr 1-6-20-27. May 5-16-19-24-25. Jun 1-8-15-21-24-28-30. Jul 6-8-9-10.

Dates of Survey while building

During progress of work in shops - -
During erection on board vessel - - -

12.14.
Jul 15.18.20.22.27.28. Aug 2.4.5.6.8-9.10.12

Total No. of visits

39.

Dates of Examination of principal parts—Cylinders 19.5.27. Slides 1.6.27. Covers 27.4.27.
Pistons 27.4.27. Piston Rods 27.4.27. Connecting rods 27.4.27.
Crank shaft 16.5.27. Thrust shaft 6.7.27. Intermediate shafts ✓
Tube shaft ✓. Screw shaft 8.7.27. Propeller 6.7.27.
Stern tube 9.7.27. Engine and boiler seatings 14.7.27. Engines holding down bolts 2.8.27.
Completion of fitting sea connections 12.7.27.
Completion of pumping arrangements 4.8.27. Boilers fixed 2.8.27. Engines tried under steam 12.8.27.
Main boiler safety valves adjusted 8.8.27. Thickness of adjusting washers S $\frac{13}{32}$ P $\frac{5}{16}$.
Crank shaft material Steel Identification Mark LLOYDS No 5396 27.4.27 RDS. Thrust shaft material Steel Identification Mark LLOYDS No 5396 6.7.27 P.T.B.
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Steel Identification Mark LLOYDS No 5396 8.7.27 P.T.B. Steam Pipes, material Copper Test pressure 360lbs. Date of Test 27.7.27.
Is an installation fitted for burning oil fuel Yes. ✓ Is the flash point of the oil to be used over 150°F. Yes. ✓
Have the requirements of the Rules for carrying and burning oil fuel been complied with Yes. ✓
Is this machinery duplicate of a previous case No. If so, state name of vessel ✓.

General Remarks (State quality of workmanship, opinions as to class, &c. The materials and workmanship are good. This machinery has been built under special survey, securely fitted aboard and tried at sea with satisfactory results and is, in my opinion, suitable for classification with record + L.M.C. 8.27.

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 8.27 C.L. F.D.

Fitted for oil fuel 8.27 J.P. above 150°F.

B.A. 24/8/27.

J.P.

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

The amount of Entry Fee ... £ 3-0-0 When applied for,
Special ... £ 37-0-0 22.8.27
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 26.8.27

Committee's Minute

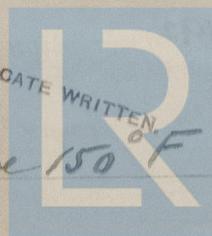
FRI 2 SEP 1927

Assigned

Thurs 8.27 J.D. C.L.
Fitted for oil fuel 8.27 J.P. above 150°F.

A. J. Mac.
Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN



© 2021

Lloyd's Register
Foundation