

Rpt. 4.

No. 17633

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

9 JAN 1937

Date of writing Report 12-10-36 When handed in at Local Office 14.1.37 Port of West Hartlepool  
 No. in Survey held at Hartlepool Date, First Survey 3-6-36 Last Survey 3.1.1937  
 Reg. Book. 87782 on the Steel Screw Steamer "Cyprusian Prince" (Number of Visits 68) Gross 1988 Tons Net 1001  
 Built at Hawerton Hall on Tees By whom built Turner Shipbuilding Co. Ltd Yard No. 263 When built 1936  
 Engines made at Hartlepool By whom made Richardsons, Westgarth & Co Engine No. 2680 When made 1936  
 Boilers made at Hartlepool By whom made Richardsons, Westgarth & Co Boiler No. 2680 When made 1936  
 Registered Horse Power Owners Prince Line Ltd Port belonging to London  
 Nom. Horse Power as per Rule 315 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 Inverted Direct Acting Surface Condensing Revs. per minute 100  
 Dia. of Cylinders 19.31" 55" Length of Stroke 36" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 10 3/4" Crank pin dia. 11 5/8" Crank webs Mid. length breadth 17 1/2" Thickness parallel to axis 6 3/4"  
 as fitted 11 1/8" Mid. length thickness 6 3/4" shrunk Thickness around eye-hole 4 7/16"  
 Intermediate Shafts, diameter as per Rule 10 7/8" Thrust shaft, diameter at collars as per Rule 10 3/4"  
 as fitted 10 7/8" as fitted 11 1/8"  
 Tube Shafts, diameter as per Rule 11.7" Is the tee shaft fitted with a continuous liner Yes  
 as fitted 12" as fitted 12"  
 Screw Shaft, diameter as per Rule 11.7" Is the screw shaft fitted with a continuous liner Yes  
 as fitted 12" as fitted 12"  
 Bronze Liners, thickness in way of bushes as per Rule 65" Thickness between bushes as per Rule 56.25"  
 as fitted 75" as fitted 56.25"  
 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 Yes  
 shaft No If so, state type Oil Gland Length of Bearing in Stern Bush next to and supporting propeller 48 1/4"  
 Propeller, dia. 13'9" Pitch 12'10 1/2" No. of Blades 4 Material Brass whether Moveable No Total Developed Surface 60 sq. feet  
 Feed Pumps worked from the Main Engines, No. — Diameter — Stroke — Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/4" Stroke 21" Can one be overhauled while the other is at work Yes  
 Feed Pumps { No. and size Two 6" x 18" Pumps connected to the { No. and size One 10" x 24" Simplex Two 3 1/4" x 21"  
 { How driven Steam Main Bilge Line { How driven Steam Main Engines.  
 Ballast Pumps, No. and size One 10" x 24" Simplex Lubricating Oil Pumps, including Spare Pump, No. and size Yes  
 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 - 2 1/2" In Holds, &c. No 1 Hold 2 - 2 1/2" No 2 Hold 2 - 2 1/2" Cross bunker  
 In Pump Room 2 - 2 1/2" No 3 Hold 2 - 2 1/2" Tunnel well 1 - 2 1/2"  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One 7" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size One 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 run 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 sized sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above below the deep water line Yes  
 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 No 1 & 2 Hold bilge suction How are they protected steel plates  
 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 Engine room

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4830 sq. ft.  
 Is Forced Draft fitted Yes No. and Description of Boilers 2 single ended multitubular Working Pressure 220 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 Yes

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes  
 State the principal additional spare gear supplied One cast iron propeller. One propeller shaft. One set of patent piston rings for High Pressure steam cylinder.

The foregoing is a correct description.

For RICHARDSONS, WESTGARTH &amp; Co. LIMITED.

W. E. Purridge

Manufacturer.

DIRECTOR.



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Lloyd's Register  
Foundation



1936 June 3-19-30 July 1-3-15-17-20-21-24 Aug 17-19-27-31 Sep 2-9-14-16-17-18-22-23-25-28-30 Oct 6-7-12-15-16-19-21-23-29  
 During progress of work in shops - - Nov 2-3-5-7-10-11-16-18-19-20-23-26 Dec 7  
 Dates of Survey while building During erection on board vessel - - 1936 Nov 24-25-27-30 Dec 1-3-4-8-9-10-11-12-15-16-17-23-24-29  
 1937 Jan 4-5  
 Total No. of visits 68

Dates of Examination of principal parts—Cylinders 2-9-36 25-9-36 7-11-36 18-11-36 Slides 6-10-36 Covers 7-11-36  
 Pistons 3-11-36 Piston Rods 7-10-36 3-11-36 Connecting rods 16-9-36 7-10-36  
 Crank shaft 12-10-36 16-10-36 21-10-36 Thrust shaft 23-9-36 7-10-36 Intermediate shafts 27-8-36 2-9-36 20-10-36  
 Tube shaft ✓ Screw shaft 17-9-36 18-9-36 20-10-36 11-11-36 Propeller 30-9-36  
 Stern tube 19-10-36 Engine and boiler seatings 4-12-36 Engines holding down bolts 11-12-36  
 Completion of fitting sea connections 22-10-36  
 Completion of pumping arrangements 3. 1. 37 Boilers fixed 11-12-36 Engines tried under steam 3. 1. 37  
 Main boiler safety valves adjusted 23. 12. 36 Thickness of adjusting washers Port p 32 s 5 1/2" Super 3 1/2" Star p 32 s 3 1/2" Super 3 1/2"  
 Crank shaft material S.M. Ingot steel Identification Mark 454 C.S.P. Thrust shaft material S.M. Ingot steel Identification Mark 2594 D.  
 Intermediate shafts, material S.M. Ingot steel Identification Marks { 2577 D 2592 D 2593 D 2611 D Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material S.M. Ingot steel Identification Mark { 2600 D 2597 D Steam Pipes, material steel Test pressure 660 lbs. Date of Test X  
 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 ss "Syrian Prince" W. Appl. Rpt No 17621.

General Remarks (State quality of workmanship, opinions as to class, &c.) These engines are fitted with independent steam and exhaust valves, Andrew & Cameron type, on the High Pressure cylinder, ordinary balanced slide valves on the remaining two cylinders.

This vessel's Engines and Boilers have been built and installed under Special Survey and in accordance with the approved plans. The materials and workmanship have been found good. They have been tested under working conditions with satisfactory results.  
 It is Recommended that this vessel has record in the Register Book + L M C 1.37. C. L. F. D.

A. J. McA  
 Nat. 4. 1. 37

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 ...	£ 5 : 0 :	When applied for,
Special ...	£ 72 : 8 :	5-1-1937
Donkey Boiler Fee ...	£ :	When received,
Travelling Expenses (if any) £	:	8-1-1937

J. Brooke Smith  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI JAN 15 1937  
 Assigned + Amc 1.37  
 Spt.  
 F.D. C.L.