

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 10 OCT 1925

WEST HARTLEPOOL

Date of writing Report Oct 19 1925 When handed in at Local Office 8 Oct 1925 Port of WEST HARTLEPOOL
 No. in Survey held at West Hartlepool Date, First Survey 8 May Last Survey 15 Oct 1925
 Reg. Book. 35574 on the S S "TRESILLIAN" (Number of Visits 54)
 Built at West Hartlepool By whom built Wm Gray & Co. Ltd Yard No. 968 When built 1925
 Engines made at West Hartlepool By whom made Central Marine Engine No. 968 when made 1925
 Boilers made at ditto By whom made Engine Works Boiler No. 968 when made 1925
 Registered Horse Power _____ Owners The Main S. S. Co. Ltd. Port belonging to London
 Nom. Horse Power as per Rule 467 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 Revs. per minute _____
 Dia. of Cylinders 27-44-73 Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 13.86 Crank pin dia. 14 1/4" Crank webs 20 3/8" Thickness parallel to axis 8 1/16"
 as fitted 14 1/4" Mid. length thickness 8 1/16" Thickness around eye-hole 6 3/8"
 Intermediate Shafts, diameter 13.2 Thrust shaft, diameter at collars 13.86
 as fitted 13 3/4" as fitted 14 1/4"
 Tube Shafts, diameter 14.7 Is the tube shaft fitted with a continuous liner yes
 as fitted 15 1/4" as fitted 15"
 Screw Shaft, diameter 24" as per Rule 25" Is the after end of the liner made watertight in the
 as fitted 25" as fitted 32" as fitted 32"
 Bronze Liners, thickness in way of bushes 25 F. 26 A. Thickness between bushes 32"
 as fitted 32" as fitted 32"
 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 Length of Bearing in Stern Bush next to and supporting propeller 5-2 3/4"
 Propeller, dia. 18'-0" Pitch 17'-0" No. of Blades 4 Material whether Moveable no Total Developed Surface 102 sq. feet
 Hotwell Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 28" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 28" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 2. 9 1/2 x 7 x 18 1. 7 1/2 x 5 1/2 x 15 Simplex Pumps connected to the { No. and size 2. main 4" x 28" 1. 9 1/2 x 10 1/2 x 18 duplex
 How driven Steam 1. 7 1/2 x 5 x 6 duplex Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size 1 9 1/2 x 10 1/2 x 10 duplex Lubricating Oil Pumps, including Spare Pump, No. and size _____
 Are two independent means arranged for circulating water through the Oil Cooler _____
 Bilge Pumps;—In Engine and Boiler Room 3 of 2 3/4" dia. Tunnel 1 of 2 1/2" dia.
 In Holds, &c. No 1. 2 of 3" dia. No 2. 2 of 3 1/2" No 3. 2 of 3" No 4. 2 of 3" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 8" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size one of 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 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 yes
 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 are carried 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 see ship report Is it fitted with a watertight door yes worked from upper deck.

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 8118 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers 3 single ended Working Pressure 180 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? yes 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
 (If not state date of approval)
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:— 2 Bolts & nuts for Con. Rods top ends. 2 ditto bottom ends.
2 ditto main bearings 1 set coupling bolts & nuts. 1 set valves for
hotwell pumps 1 ditto for bilge pumps. 1 set springs for H.P. piston.
6 piston bolts. 1 propeller shaft. 1 propeller. 6 boiler tubes
3 condenser tubes. Assorted bolts, nuts & iron.

The foregoing is a correct description,
 FOR THE CENTRAL MARINE ENGINE WORKS,
 (W. Gray & Co. Ltd.)

Manufacturer.

DIRECTOR.



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Lloyd's Register
Foundation

W225-0098

1925.

May 8. 11. 12. 14. 19. 25. 28. June 9. 11. 17. 18. 19. 22. 23. 25. July 1. 6. 24. 27. 28. 29. 31. Aug 10.

11. 12. 13. 14. 18. 19. 20. 21. 24. 25. 26. 27. 29. 31. Sept 2. 4. 7. 8. 9. 10. 11. 15. 16. 17. 18. 21. 22. 24.

28. Oct 1.

Dates
of Survey
while
buildingDuring progress of
work in shops, --During erection on
board vessel, --

Total No. of visits 54.

Dates of Examination of principal parts—Cylinders 11.5.25—12.8.25 Slides 12.8.25—25.8.25 Covers 29.7.25—25.8.25
 Pistons 29.7.25—29.8.25 Piston Rods 17.6.25—13.8.25 Connecting rods 8.5.25—24.7.25
 Crank shaft 24.7.25—14.8.25 Thrust shaft 28.7.25—31.8.25 Intermediate shafts 10.8.25—31.8.25
 Tube shaft ✓ Screw shaft 31.7.25—31.8.25 Propeller 7.9.25
 Stern tube 6.7.25—29.8.25 Engine and boiler seatings 10.9.25 Engines holding down bolts 10.15.9.25
 Completion of pumping arrangements 28.9.25 Boilers fixed 11.9.25 Engines tried under steam 24.9.25
 Main boiler safety valves adjusted 24.9.25 Thickness of adjusting washers $P \frac{3}{8} S \frac{5}{16}$ $C \frac{1}{2} S \frac{5}{16}$ $S P \frac{3}{8} S \frac{3}{8}$ $D \frac{1}{2} S \frac{5}{16}$
 Crank shaft material Ingot steel Identification Mark 7634 Thrust shaft material Ingot steel Identification Mark 7669
 Intermediate shafts, material Ingot steel Identification Marks 7662, 7663, 7664 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Ingot steel Identification Mark 7665, 7667 Steam Pipes, material Lap Welded Steel Test pressure 600 lb Date of Test 16.11.9.25
 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 carrying and burning oil fuel been complied with ✓
 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.)

An evaporator and a feed heater fitted, the shells of which were tested to 50 lb., and the coils of the former to 400 lb.

This vessel's machinery has been built and installed under Special Survey. The materials and workmanship are good and efficient.

On completion it was tried under full steam with satisfactory results and is now eligible to have the notation H L M C. 10.25

When proceeding to the dry dock the propeller struck a floating object and a small piece was broken off one blade of the propeller. The efficiency is not effected. The Owners have arranged with the builders that this bronze propeller shall be repaired at the Owner's convenience.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 10.25. CL.

R. D. Shilston.
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 5 : 0 :
 Special ... £ 95 : 1 :
 Donkey Boiler Fee ... £ 4 : 4 :
 Travelling Expenses (if any) £ : :
 When applied for, 9 Oct 1925
 When received, 13 Oct 1925

Committee's Minute

TUES. 13 OCT 1925

Assigned

+ Lmc. 10.25 Cf.

CERTIFICATE WRITTEN.



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